CYCLE NEWS

VOLUME VI NUMBER 28

25¢

WESTERN EDITION

July 29, 1969

CASTLE ROCK

MERT MOTORS TO TT WIN

Left, John DeSoto is back at it after suffer- an injury on his tour of the European Moto- cross circuit. Above, Mert Lawwill streaks to his third National win this year. He has won Castle Rock an unprecedented two times.

NEWSPAPER

ATTENTION Motorcycle Clubs – Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

Regularly Scheduled Events

ATTENTION
Promoters interested in advertising their events in this column.
Contact: Tom Culp
National Advertising Director
Cycle News (213) 423-0431

★★★★★★★★★★★★★★★★★

EVERY WEDNESDAY NIGHT
Flattrack & TT, Orange Co. Raceway, ACA Sanctioned, Gates Open 6:30 pm, first race 8 pm, Valencia offramp off San Diego Freeway approx. 2 miles South.

EVERY FRIDAY NIGHT
SPEEDWAY RACING starting June 13 at Orange Count[illegible] Open 7 p.m. Racing at 8 p.m. (see ad this issue).
Closed till July 25th due to fair. unds,

½ MILE FLAT TRACK, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Calif.

SPEEDWAY RACING, Whiteman Stadium, Pacoima, Calif. Racing starts 8:30 p.m. See ad this issue.

FIRST SAT. OF EVERY MO.
PROFESSIONAL TT RACES, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

1st & 3rd SUN. OF EVERY MON.
Deadmans Point, Apple Valley, Cal. – 1st Sun. European Scr., 3 classes, 1 hr. each – 8 a.m. prac. – 10 a.m. start. – 3rd Sun., Motocross – all classes, 8 a.m. prac. – 10 a.m. start Info. (714) 247-7473 (evenings).

AMA NATIONALS

July 27, 1969, Sunday
20 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Bob Barkhimer & Assoc. Inc. Santa Rosa Fairgrounds, Santa Rosa, Calif.

August 2-3, 1969, Sat. & Sun.
110 MILE NATIONAL CHAMPIONSHIP ROAD RACE, Floyd Clymer, Indianapolis Raceway Park, Indianapolis, Ind. 250cc race on Saturday.

August 3, 1969, Sunday
HILLCLIMB NATIONAL CHAMPIONSHIP, White Rose M.C., Jefferson, Pa.

August 10, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Jennerstown Speedway, Jennerstown, Pa., Ron Griffith.

August 15, 1969, Friday
OUTDOOR SHORT TRACK NATIONAL CHAMPIONSHIP (Night), Santa Fe Speedway, Hinsdale, Ill., Howard Tiedt.

August 17, 1969, Sunday
20 LAP TT NATIONAL CHAMPIONSHIP, by Peoria M.C., Peoria M.C. Grounds, Peoria, Ill.

August 24, 1969, Sunday
15 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Scanlan's Promotions Inc., Missouri State Fairgrounds, Sedalia, Missouri.

August 28, 1969, Thursday
30 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Indianapolis Ind. Joe Quinn.

September 6-7, 1969, Sat. & Sun.
125 MILE NATIONAL CHAMPIONSHIP ROAD RACE, Sears Point Raceway, Sears Point, California. Gordon Martin.

September 14, 1969, Sunday
25 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Agajanian Ent. Inc., Old Sacramento Fairgrounds, Sacramento, California.

September 21, 1969, Sunday
OUTDOOR SHORT TRACK NATIONAL CHA[illegible] CANCELLED Speedway, Lincoln, Neb., Jerry Biskup & Jim Adams.

September 28, 1969, Sunday
135 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Meteor M.C., % Lou Mahon, 1124 Kaighn Ave., Camden, N.J. 08103, Southern New Jersey.

September 28, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Mar-Car, Inc., Fairgrounds Speedway, Oklahoma City, Okla.

October 3-4, 1969, Fri. & Sat.
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP (Night) Agajanian Ent., Inc., Ascot Park, Gardena, Cal.

October 5, 1969, Sunday
150 MILE NATIONAL CHAMPIONSHIP ENDU[illegible] CANCELLED de Bombers, 2542 [illegible] erside, Cal. 92509 Mojave Desert, Barstow, Cal.

October 19, 1969, Sunday
155 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Mid-West Enduro Team, P.O. Box 22444, St. Louis, Mo. 63126. At Potosi, Missouri.

November 9, 1969, Sunday
125 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Hayward M.C. 3800 Depot Rd., Hayward, Cal. 94545, Upper Lake.

FRIDAY, JULY 25th
TT RACES; $600.00 (min.) purse, AMA sanct. Sidewinders track in Clackmas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout Date–Sun. July 27th – 6 p.m.)

DIST. 36 SCRAMBLES. Lodi MC, Lodi Cycle Bowl, Cal.

SAT. AND SUN., JULY 26, 27th
2nd ANNUAL CYCLE WORLD AND S.C.T.A. SAMMY MILLER TRIALS, Sat. school for Masters and Expert, Miller instructing. Sun. invitational trials, Miller in exhibition. Saddleback Park, Cal. Info: Jack Ward, (714) 830-0686.

SATURDAY, JULY 26th
PAC. COAST CHAMP. TT at Tulare, Calif. Fairgrounds. Starts 8:30, AMA sanc. Prof. purse.

TT SCRAMBLES at night, Elsinore (Cal) raceway. Presented by Stump Jumpers M.C. Dist. 37 points. Practice 5 p.m. Big bikes 6 p.m. Lightweights race at 8:30.

SPORTSMAN TT Hannegan Speedway, Billingham, Wash. Mid Season Championship. Large trophies, smooth fast track. Be there 7:30. Info: (702) 734-3929

(Going on a trip? Then take some pix, and send story to Cycle News. If it sounds like fun, we'll publish it at our usual rates.)

SPORTSMAN SHORT TRACK, Cycleland Speedway, 14 miles S. of Chico, Cal. AMA, races 8:30 p.m.

TT SCRAMBLES, Josephine County Fairgrounds, Grants Pass, Ore., by Rogue Valley Riders MC Inc. AMA, 7:30 p.m. Info: (503) 476-2180 or 476-4018.

MOTOCROSS, Night, Fontana Raceway, Cal., 7 p.m. start, trophies and prize money.

SUNDAY, JULY 27th
SMRA TRIPLE HEADER – Drag races, European motocross races and road races (stock and GP classes). AMA points. Green Valley Raceway, Fort Worth, Texas. Call (915) 949-1030.

TT SCRAMBLES Huntington Beach Cycle Park. On Talbert Ave. 1/2 mi. W. of Beach Ave. Sign-up 10 to 12. Practice at 11. Park Points. All classes. Class C traction. (714) 897-4458.

EUROPEAN SCRAMBLES by Four Aces MC. AMA Dist. 37 points. Two separate courses, limed from Cal City Golf course. Be home early. Info: (213) 845-2788.

MOTOCROSS, Hellonahill Raceway, 32 miles E. of San Diego, Cal., on Hwy 94. Bikes 8 a.m. til noon, buggies and jeeps til 5 p.m. AMA Sanct.

EUROPEAN SCRAMBLES MOTOCROSS, 1st Annual Twin-Wheelers by the Oxnard Sports Festival, AMA, Limed from Wagon Wheel Junction, Hwy. 101. Info: (805) 483-2669.
Mail entries to: George Rodkey, 1620 Tehama St., Oxnard, Cal. 93030.

TT RACES, Adelanto, Cal., on Hwy. 395, all classes, signup to 10:30 a.m. Info: (213) 927-3860.

TT SCRAMBLES, Sunny Valley Speedway, 14 mi. N. of Grants Pass, Ore., 1 p.m. start. Info: (503) 476-4018.

RIDING SCHOOL, SCTA, at Saddleback Park, 2455 Orange, Orange County, Calif. Info: (714) 639-5832.

20 MILES NATIONAL, Santa Rosa, Cal. $7000 purse, mile dirt track.

WEDNESDAY, JULY 30th
ACA FLAT TRACK AND TT. Orange County Speedway, Cal. Info: (714) 838-3593.

FRIDAY, AUGUST 1st
TT RACES; $600.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout Date – Sun. Aug. 3rd – 6 p.m.)

SAT. & SUN., AUGUST 2nd & 3rd
HARE SCRAMBLES, Ponderosa. 27 Mile, 10 a.m. start. 15 mi. E. of Lancaster on Ave. J. Trophies to 50%. Contingency awards: Bardahl, McHall and Cycle News Subscription. Info: (213) 367-2907 or (805) 946-1041.

1st OVERNIGHT TOUR by Jaspers MC. Info: (714) 986-8825, or (714) 986-3118.

SATURDAY, AUGUST 2nd
SHORT TRACK by Valley MC at Cycle Land Speedway, Cal. AMA Sanct. Sign-up at 7 p.m., racing starts at 8:30. Ride or watch $1.50. 14 miles So. of Chico at Hwy. 99E and Gage Shippe Road.

PROFESSIONAL CLASS C OUTDOOR SHORT TRACK at Oregon Sidewinders MC track, Clackamas, Ore. 8 mi. S. of Portland. AMA Sanct. $600 min. purse. Limted to 250cc Nov., Am. and Exp. 8 p.m. start. Info: 632-3857 after 7 p.m. or 234-7388.

SHORT TRACK by Sacramento Trackers MC at Sacramento National Raceway, Cal. Sign-ups, pract. at 6 p.m., 1st race 8 p.m.

SUNDAY, AUGUST 3rd
EUROPEAN SCRAMBLES by Sage Hoppers MC at Rodriguez Dam, Mexico. Three separate runs. Experts first at 11 a.m. Admission $1.00, entry $4.00.

MOTOCROSS at Bay Mare Ranch, Cal. Camarillo Boys' Club benefit. Info: (805) 484-1213.

TRAILS by K.C. Trail Blazers. 10 mi. course, 8 traps. 10 a.m. start, spark arrestors required. Limed from California Hot Springs, 26 mi. East of Duco, Cal. Info: (805) 746-4058.

AFM ROAD RACE. Orange County Raceway, Cal. Practice 9:30, first race 12:30). All G.P. and production classes incl. sidecars. $2.50 admission children under 12 free. Info: (714) 838-3588.

SPORT RIDING Open Practice. At Huntington Beach Cycle Park. On Talbert Ave. 1/2 mi. W. of Beach Ave. 9 a.m. to 4 p.m. $1.50 per rider, spectators over 12, 50¢. Class C Traction.

TT SCRAMBLES, oxnard, Cal., Hueneme Rd. at Perkins Rd., 0-200 signup closes 8 a.m., races 9 a.m., 250cc Open signup closes Noon, races 12:30. A.M.A.

SCRAMBLES CANCELLED. By the Lompoc Slo-Pokes MC at Santa Maria Speedway, Cal.

NOISE ANNOYS
RIDE WITH REASON

FRIDAY, AUGUST 8th
TT RACES; $600.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout Date – Sun. Aug. 10th – 6 p.m.)

SAT. & SUN. AUGUST 9th & 10th
PANORAMA HEIGHTS TOUR by Bakersfield Red Tops. Info: (805) 324-9243.

SATURDAY, AUGUST 9th
SHORT TRACK by Valley MC at Cycle Land Speedway, Cal. AMA Sanct. Sign-up at 7 p.m., racing starts at 8:30. Ride or watch $1.50. 14 miles So. of Chico at Hwy. 99E and Gage Shippe Road.

MOTORCYCLE RACES by Rainier Sportsmans Club at Rainier Rodeo Grounds, Rainier, Wash. Hwy 507 between Yelm and Tenino. Special race for Mini's. Pract. 7:30 p.m. first race at 8 p.m.

SPORTSMAN SCRAMBLES CHAMPIONSHIP by Oregon Sidewinders at Clackamas, Ore. So. of Portland. 7 p.m. AMA Sanct. Info: 632-3857 after 7 p.m. or 234-7388 weekdays.

SUNDAY, AUGUST 10th
SPORTS HALF-MILE at Manor Downs, Texas on Hwy 290, 8 mi. E. of Austin, AMA sanct. 0 to Open classes. Info: GR 2-8246 ir HI 4-5901.

J. C. AGAJANIAN Presents . . A M A
Half-Mile Every Friday Nite 8:15 pm

DISCOUNT PASS
Motorcycle Races
SAVE 50¢
TT's 1st Sat. Nite each month - 8:15 pm
Worlds Fastest Action ½ Mile and T.T. Dirt Track
PASS FOR TWO SAVE 50¢
Per Person On Each Adult Ticket
Ascot
18400 S. Vermont-Gardena
Easily Reached – Just Off Harbor & San Diego Frwys.
Tear Out and Present at Box Office

CMC NIGHT MOTOCROSS
BIKES ONLY
Better Lighting
Championship Trophies to Juniors
3 large readable # plates
Sat. July 26th
$5.00 post entry
Gates open 4 p.m. – racing 7 p.m.
Fontana Raceway
13444 Foothill Blvd.
Fontana, Cal.
(San Bernardino Fwy to Etiwanda-east)

ALL CLASSES 125-250-500 Jr. & Sr.
(CMC membership required)

SUNDAY, AUGUST 10th

POKER RUN by the Poway MC. Sign-in at Cully's Restaurant, 13151 Poway Rd., Poway, Cal. $2.50 per entry. Dinner served at finish. Info: 748-0285 or 748-3581.

STATE ENGLISH TRIALS CHAMPIONSHIPS by S.C.T.A. at Saddleback Park, Cal.

TT SCRAMBLES, Sunny Valley Speedway, 14 mi. N. of Grants Pass, Ore., 1 p.m. start. Info: (503) 476-4018.

FRIDAY, AUGUST 15th

TT RACES; $600.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout Date – Sun. Aug. 17th – 6 p.m.)

SUNDAY, AUGUST 17th

EUROPEAN SCRAMBLES By Invaders MC. Dist. 37 Points. Limed from Hi Vista store. First race 8 a.m. Info: 633-1043.

FRIDAY, AUGUST 22nd

TT RACES; $600.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout date – Sun., Aug. 24th – 6 p.m.)

SUNDAY, AUGUST 24th

MOTOCROSS. First in CMC Anniversary Series. Carlsbad, Cal. Six race series alternating each week between Carlsbad and Saddleback Park. Greeves Griffon to series winner. Post entry $10. Mail entry $5 to: P.O. Box 1334, Huntington Beach, Cal. 92647. Info: (714) 539-3328.

FRIDAY, AUGUST 29th

TT RACES; $600.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout date – Sun., Aug. 31st – 6 p.m.)

SUNDAY, AUGUST 31st

PROFESSIONAL MOTORCROSS. AMA prof. license required. Proceeds to U.S. M.X. Team. At Ascot Park, Gardena, Calif. Practice 10 a.m., 1st moto 1 p.m. Entries and license from American Motorcycle Assn., Box 231, Worthington, Ohio 43085.

MOTOCROSS Second in CMC Anniversary Series. Saddleback Park, Cal. Six race series alternating each week between Saddleback Park and Carlsbad. Greeves Griffon to series winner. Post entry $10. Mail entry $5 to P.O. Box 1334 Huntington Beach, Cal. Info: (714) 539-3328.

FRIDAY, SEPTEMBER 5th

TT RACES; CHAMPIONSHIP: $900.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Ore. 97045. 632-3857 after 7 p.m. or 234-7388 (weekdays). Rainout date – Sun., Sept. 7th – 6 p.m.

SATURDAY, SEPTEMBER 6th

TRAILBIKE RACE, ZUNI 100. By the Professional Trail Racing Assn. at Zuni, New Mexico. $25 Entry. Write to P.T.R.A., P.O. Box 18385 Wichita, Kansas 67218 for entry and license. Entry deadline: August 26th.

SAT., SUN., SEPTEMBER 20-21st

CAMPOUT by Golden Banner M.C., 4937 Marysville Blvd., Sacramento, Cal. 95838. Info: 922-6448.

JOE MESSAROS
NATIONAL NUMBER 85 KILLED

Joe Messaros, National number 85, died at age 31 from injuries received when his cycle was struck by a 22-year-old car driver on a county road west of Hillsboro, Ohio. The accident occurred July 10 and Messaros succumbed July 12. He began racing motorcycle as a sportsman in 1957 and turned pro the following year. He is survived by his wife and five children, all under 12 years old.

LINCOLN SHORT TRACK NATIONAL CANCELLED

The AMA Outdoor Short Track National Championship at Lincoln, Nebraska has been finally called off after months of off-again, on-again negotiations. It would have run on September 21. Another National Championship may be created to fill the date, but there is no word on this from official sources yet.

First Pro Moto-X At Ascot Aug 31

There'll be motorcycles racing through the grandstands, across the TT jump sideways, over the crashwall and through the lakes at Ascot Park the last Sunday of August. No, they won't be out of control (or only barely); it'll be the first AMA professional motocross ever seen in these parts, with a $1,000 purse to the winners.

How can you run a motocross at Ascot? Just wait and be happily surprised! The course is being laid out by brothers Bob and Gary Bailey, national #33 AMA professional and national #1 F.I.M. motocross professional respectively. Ascot co-owner Harry Schooler promises to dig up the track as necessary to provide a real rough motocross course, yet one that TT motorcycles can survive.

J. C. Agajanian will apply for the AMA sanction, and AMA officials will officiate. The entire proceeds of the first AMA motocross, however, will go to the U.S. Motocross Team Fund, for the training and support of an American Champions expedition into the World Series of Motocross in 1970.

BAILEY BROS. TO STAR

Gary Bailey is the young American champion who beat the Europeans overall in the recent International Motocross at Saddleback Park this month. He will be on hand to star in the show, then he and brother Bob will emplane for Europe to pick up some experience in the 6-Days Trials and the motocross races abroad.

Four American racers currently in europe and the Bailey boys will share in the proceeds from the August 31st AMA motocross. Russ Darnell, who rides a Husky in Europe will get a portion, as will Jim Wilson and Paul Harber, who are Greeves mounted, and Bob Grossi, a young Montesa racer from Northern California.

Local motocross aces who have not yet applied for their AMA professional racing license are urged to do so immediately so as to be accredited to ride this event. Send your application with a doctor's certificate of health and $25 along with a self-addressed, special delivery stamped envelope to AMA Racing Director, c/o American Motorcycle Association, Box 234, Worthington, Ohio 43085. If you don't already have an up-to-date AMA card, enclose another $2 and request that. Entry fee for the race is nominal, but you do have to have that professional license. Mechanics will have to order a Mechanics Pit Pass from the same office at $10 each.

If successful, this will be only the first of a series of AMA professional motocross races in the LA area. TV studios will be contacted for coverage of the Sunday afternoon races.

Only two classes will compete under AMA rules: under 250cc and Open.

On the same day, the CMC will be running a motocross at Saddleback Park in Orange County, so fans and riders will have their choice of two exciting programs to attend.

RANCHO-GRANDE CHARITY SCRAMBLES

AUG. 3

By Sage Hoppers M.C.

AMA Event in Mexico

Eight (8) miles from Tijuana at Rodriguez Dam. Limed from Caliente – backed and supported by Tijuana Racing Assn., Tourist Bureau, Federal Officials, represented by Mr. & Mrs. Perez Rul, Mayor and First Lady of Tijuana. Benefit for Institute Protection of Infants. (I.P.I.) This organization provides food, clothing, etc., for needy children. Aztec trophies presented after the event. Camping Saturday. European scrambles. Three (3) separate runs. Experts first at 11:00 a.m., Sunday. Good pit and spectator area on a mesa over looking a large lake and the course. Patrolled by the Army. Admittance $1.00, entry $4.00. For information call Bob Gooding (714) 753-2907.

EXCITING ACTION PACKED AUTHENTIC SPEEDWAY

CLASS A MOTORCYCLE Racing

Next Event JULY 25th

Orange Co. Fairgrounds
Costa Mesa

Free Parking
Free Program
Free Picnicing

Admission
Adults – $2.50
Kids (8-12) $1.50
Under 8 FREE

Newport Blvd. At Fair Dr.

Gates Open 7:pm start 8:pm Playground area for the Kids

$ Get Ready $
SEPT. 6&7
Mammoth Mt. MX
for info write: High Sierra M.C., Box 482,
$ Mammoth Lakes, Cal. 93546. $

MATTERHORN DAY
at Saddleback Park
Sunday
JULY 27th

Come out and watch the bulldozer clean up the west's most spectacular hill!
Hillclimbing open after 'dozer finishes.
$50 cash to 1st 4-stroke and to first 2-stroke to climb the hill.

Open Weekdays 9 - 7,
Weekends 8 - 7
Admission $2.50; Juniors & Minis $1.50

Miles of Trails Acres of Fun

Box 2455, Orange Cal. 714/639-5832

RIDE A REAL MOTO-CROSS
BENEFIT CAMARILLO BOYS CLUB

*SENIORS-WATCH NEXT ISSUE FOR LISTING OF START MONEY

*WIN MONEY FOR SENIORS
*TOP 3 JUNIORS GET ENTRY REFUNDED

*THREE LONG MOTOS
*WIDE, WIDE COURSE

*MINI BIKES RACE DURING WATER BREAKS

*WATCH NEXT ISSUE ADS FOR RACE SCHEDULE

AUG. 3, 1969 AT BAY MARE

"America's Weekly Motorcycle Newspaper"

You'll Always See It FIRST in **CYCLE NEWS**

Publisher. . . . . Chuck Clayton
Editor. . . . . Eric Raits
Assistant Editor. . . . . Terry Pratt
Business Manager. . Sharon Clayton
Office Manager. .Gaylene Thomason
Production Manager. .Dennis Greene
Production Asst. .Dean Cunningham
Circulation Manager. . Bruce Easley
Bookkeeper. . . . . Susan Whitelaw
Lab Technician. . . . . .Lili Lakich
Want Ads. . . . . Sandra Purdy

Published weekly except the first and last week of the calendar year by C&S Publishing Co., Post Office Box 498, Long Beach, California, also publishers of State Cycle News for the Eastern states.
Second Class Postage paid at Long Beach, Calif.
Editorial stories, cartoons, photos, etc. are welcome and will be paid for on the 15th of every month for material published the previous month (except press releases and "Voice" letters.) Addressed, stamped envelope assures return.
Reprinting in whole or in part expressly forbidden except by permission of the Publishers.
Advertising rates and circulation information will be sent upon request.

Single copy price. . . . . 25¢
Subscription: one year 2nd class mail. $7.50

NATIONAL ADVERTISING DIRECTOR. . . . Thomas R. Culp
Cycle News (West), P.O. Box 498, Long Beach, Calif. 90800
Tel. (213) 423-0431.

EASTERN ADVERTISING
Paul Cosner
State Cycle News (East)
P.O. Box 13, Amherst, Ohio 44001
Tel. (216) 984-2433

VOICES OF THE WEST

TOUGHER THE BETTER

This is in response to the letter from a concerned scrambles rider (who didn't bother to sign his name) who asked for comments from other riders. I am in favor of longer and rougher races, where it is a challenge to even finish. I don't feel like I've gotten my money's worth when I go out to Perris and ride nine laps on the short course; this is the main reason why I will probably not buy a Scrambles number next year. I also sometimes feel ashamed to identify myself as a scrambler because the Desert Riders call us sissies and I have to agree with them. I've seen so many scramblers fall and then just lie there until someone comes to help them; a Desert Rider's first reaction is to get to his bike and get back in the race.

As for the diminishing big bore class, more and more riders are taking up lightweights because they go faster, handle better, and get done racing earlier. We timed the leaders of the two fastest classes at a District 37 point event at Perris and found that Steve Nichols (250 Expert) lapped the long course three seconds faster than Mike Posey (Open Expert). At that rate, theoretically the 250, in a five-lap race, would cross the finish line fifteen seconds ahead of the 650; quite a substantial margin, I'd say.

BRUCE WING #229x
Torrance, Cal.

MORE DESERT COVERAGE

Out of over 400 riders and 2000 spectators in the desert, there are a lot of us who read your paper every week. Lately, there has been less and less coverage of our events in print, pictures, and your enthusiasm.

We ride and support the bikes and events advertised in the paper, but representation for our efforts is nearing the disappearing point.

We would appreciate, and feel that we deserve, a little more space and attention in Cycle News.

Thank you,
WILLIAM AHLICH #190
KEN BUCKSPAN #244
JOHN COOTS 364
JACK BYERS #4
NORM BENHAM #191
RON BENHAM #P1
DAN ABBOTT #511

RIDE, BAILEY!

How many of you folks out there read last week's want ad section and saw the request for help for Gary Bailey's trip abroad? If you did, did you give it some serious though and ACT? If you did act, groovey, if not, for shame. No gold star for your forehead! How better can we all show our appreciation for what this great rider has done for US. July 4th proved HOW great he really is by him showing the Europeans the way around the track, being the first to do so. And hasn't he ridden his heart out to prove himself worthy of representing us in Europe? This accomplishment was not accomplished by sheer luck...it was through determination and hard work.

What I am saying is, Gary DESERVES our support in consideration for the sacrifices he'll be making in order to go. After all, he's no different than most of us...a job has to be given up (no income) and WHEW, the expenses he'll have making the trip. Having won the trip doesn't tell the story in true color, you can bet. It stands to reason his sponsor can only do so much and any other channels of revenue must be on the rider. Being a fairly intelligent wife I know if it were my husband going we'd be hurtin'!

Lots of you probably think your small donation wouldn't mean anything but think of it like this, like voting, EVERY mark does count and it should be felt a privilege to help out. (Projecting the image of our riders IS important, as in any of our sports we compete in abroad.) The reward has already been ours in enjoying Gary's efforts. Can any one of us think about contributing and NOT stick a couple of bucks in an envelope and get it on its way to thanking Gary for a job well done? Let's let him know we are behind him as he carries on, give him the moral support he needs and relieve his financial burdens so all HE has to do is ride-ride-ride. Let's US be sports and get up off our WALLETS!

THE BOB EWINGS
Hesperia, Calif.

MISSOURI MISERY

Through my own personal efforts and convictions, I have challenged the constitutionality of Missouri's helmet law until at last this issue will be presented to the Missouri Supreme Court, Jefferson City, Mo. Sept. 11th, 1969. I have incurred two arrests, posted bail bonds and paid attorney fees and other costs with no dealers organizations help or no trade help or club's help. Anyone who would care to take a stand on this issue, and offer help, please send my contributions to:

W.T. DARRAH
1020 South Ohio
Sedalia, Mo.

LETTER TO THE PREZ

The President
The White House
Washington, D.C.
Dear Mr. President:

The Bureau of Land Management has a long history of selfishness and catering to the big money interests, to the exclusion of the little man who wants to enjoy our public land. Their latest move to exclude the ordinary citizen from his rightful heritage of enjoying the public lands is to declare public lands off limits to vehicles in California. They have used as an excuse, the statement that the desert has to be given a chance to restore itself. For what? So that some cattle or sheepman can graze herds which eat all the grass, stomp the wildflowers into the dust, and fill the ground with stinking deposits under which nothing can grow? The damage done by cattle to any public land is beyond calculation. It is many times greater than any damage done by wheeled vehicles.

I urge you to do what you can to bring some sense into the people who run the Bureau of Land Management, and point out to them that they are supposed to serve the common man who wants a place on the weekend where he can get out and drive his jeep or ride his trail bike. They should not be allowed to cater to the self interests of a few people of influence.

I will appreciate your help.

Very truly yours,
MILES E. SCHOFIELD
Registered and voting.

Dear Mr. Schofield:

President Nixon has asked us to reply to your inquiry concerning regulation and use of vehicles on public lands administered by the Department of the Interior through the Bureau of Land Management.

One of the greatest problems in managing public lands is to maintain a reasonable balance among its many uses. The new recreation regulations were written in recognition of the fact that outdoor recreation, including motorcycle and dune buggy riding, is a valid form of land use which must find its place in our resource-management programs.

The new regulations do not ban off-road vehicles from the public lands. There are many areas well-suited for the operation of off-road vehicles for outdoor recreation purposes. These areas will remain open for use and enjoyment.

There is an increasing need to use the land in a manner that will protect the environment and the natural resources. All activities such as mining, timber harvesting, grazing and recreation, are affected to some extent. Where conservation practices require regulation of vehicle use, your views and those of other individuals and groups will be considered in the development of vehicle use plans.

EUGENE V. ZUMWALT
U.S. Dept. of Interior
Washington, D.C.

VTRA Enduro, A True Challange

My compliments to the Valley Trail Riders Association for their task of putting on the Los Padres Enduro. With out a doubt this run was the optimum test for any enduro rider. Most of the desert riders could learn a bunch by riding the VTRA's run that took the entries up to God's country. Excepting Greenhorn, there is no enduro around locally that provides the rider with as much of a challenge to a riders skill and a machines dependability.

Most of the course was either going up or down hiking trails that were from one to two feet wide and no more. The trials were mostly side hill and had drop offs ranging from 50 to 1500 feet nearly straight down. Also the country is accessible only on foot, bike or mountain goat. If you fell off one of the higher trails or your machine broke down the only way out for the bike was piece by piece or helicopter. Next to being in Baja this had to be the last place I would want to break down.

The course and country were challenging enough, but for the enduro rider there was more. How about a tank card that has the speed averages figured out to three digits and no key times other than start time given. The averages ran from 10.612 mph to 31.800 mph and with no key times given (and with no slide rule) there was no way to check your figures. Also all of the checks including lunch in were secret so there was no balling it into lunch or the finish. Needless to say the VTRA ran the enduro by their own rules only, no AMA bologna. The seventy mile course was marked with half a roll of ribbon and two pounds of lime with a few hand made cards for good measure. The only riders who wouldn't get lost on this course would be checkers.

All in all though it was the most challanging enduro I've ridden and the Hi Mountain Enduro has nothing on the Los Padres run. Of the less than 200 entries the only familar face I saw though was Malcom Smith. The only desert clubs there, that I noticed, were Pasadena, Prospectors and Viewfinders. I guess this type of run required too much of the rest of the desert salts. The VTRA members are a very conscientious group and did a heck of a job considering the hassle they have with the sheriff and forest rangers about desecrating the country-side with markings.

Next year if any of you desert and enduro riders want to test your skills, try on the VTRA's Los Padres Enduro for size. Most of you will soon find out that there's more yet for you to learn about riding other than the desert. You will see some of the prettiest country around too. I know that the group I went with and I will be there next year to learn some more.

Dave Holeman
Monrovia, Calif.

LIGHTWEIGHT'S TROPHIES

Trophy winners from Lightweight's M.C. TT Scrambles at Perris on April 20 and the Cycle Circus may pick up their trophies at 2707 Greenmeadow Rd., Lakewood, Cal. (off Paramount 1 blk. No. of Carson). They are worth waiting for. Info may be obtained by calling (213) 425-5730.

Legislative Notebook

By Barbara Adams Dahms

MOTORCYCLE LEGISLATION 1969

Only one piece of legislation pertaining to motorcycles has passed into law so far this session. This one bill is a minor measure which will be of some bnefit to motorcyclists. Over the years certain restrictions have been placed upon the arbitrary cancellation and nonrenewal of automobile insurance policies. SB 269 by Senator Harmer of Glendale extends these cancellation restrictions to motorcycles, making the rights of the motorcycle insurer the same as those of the automobile insurer. It does not require motorcycle insurance.

Two pending measures were shot down in the Senate Transportation Committee. This Committee is now chaired by Senator Alan Short of Stockton who replaced Senator Collier when he moved up to the chairmanship of Senate Finance. Senator Short has been favorable to motorcyclists throughout our battle against mandatory helmets and such restrictions.

Of the two bills axed by the committee we favored one and opposed one. Senator Alquist introduced a bill, SB 1199, which would have required a motorcycle to have the headlight on at all times while riding. The opposition, of course, stems from the fact that the headlight is a mixed blessing in the daytime. On a busy surface street, with much cross traffic it can call attention to the motorcycle which may be lost in the maze of traffic. But, the tail light and brake light are very similar in appearance in daylight. Riding on a freeway attention must be called to the brake light. Therefore the use of lights must be discretionary with the rider.

The other ill-fated bill was the remnant of three years of helmet hassle. AB 654 by Assemblyman John Foran of San Francisco (which included AB 382 by Assemblyman Tom Hom of San Diego) was ammended by the author in the hearing before the Assembly Transportation Committee to eliminate all reference to the mandatory wearing of helmets. It retained the provision for the California Highway Patrol to set standards for helmets to be sold in California and prohibited the sale of sub-standard helmets. In this form it passed the Assembly and it was assumed would pass the Senate without incident. Everyone was taken by surprise by the no-pass vote.

Assemblyman Foran is considering asking for a rehearing on the measure. Motorcyclists and quality helmet manufacturers favor standards. A sub-standard helmet is highly hazardous and it is not easy for the average buyer to determine quality on his own.

The 1968 session passed the license requirement which is in some sort of operation throughout the state, removed the handgrip requirement, added the requirement of keeping the feet on the footpeg while riding and required that windshields, whenever used, must be of safety material. Mandatory footwear failed to pass last year.

Many states are in process of repealing or amending helmet requirements. In Illinois the legislature and the supreme court raced to the voiding of mandatory helmets with the court winning by a slight margin in declaring the law unconstitutional. The repealer was passed anyway.

FAMOUS HILLCLIMB SITE BOUGHT BY ENTHUSIASTS

Outlaw Canyon, near Bakersfield, Southern California's best hill, has been purchased by hillclimb enthusiasts Margie and Dick Oxford. Mrs. Oxford reports hillclimbs for Cycle News.

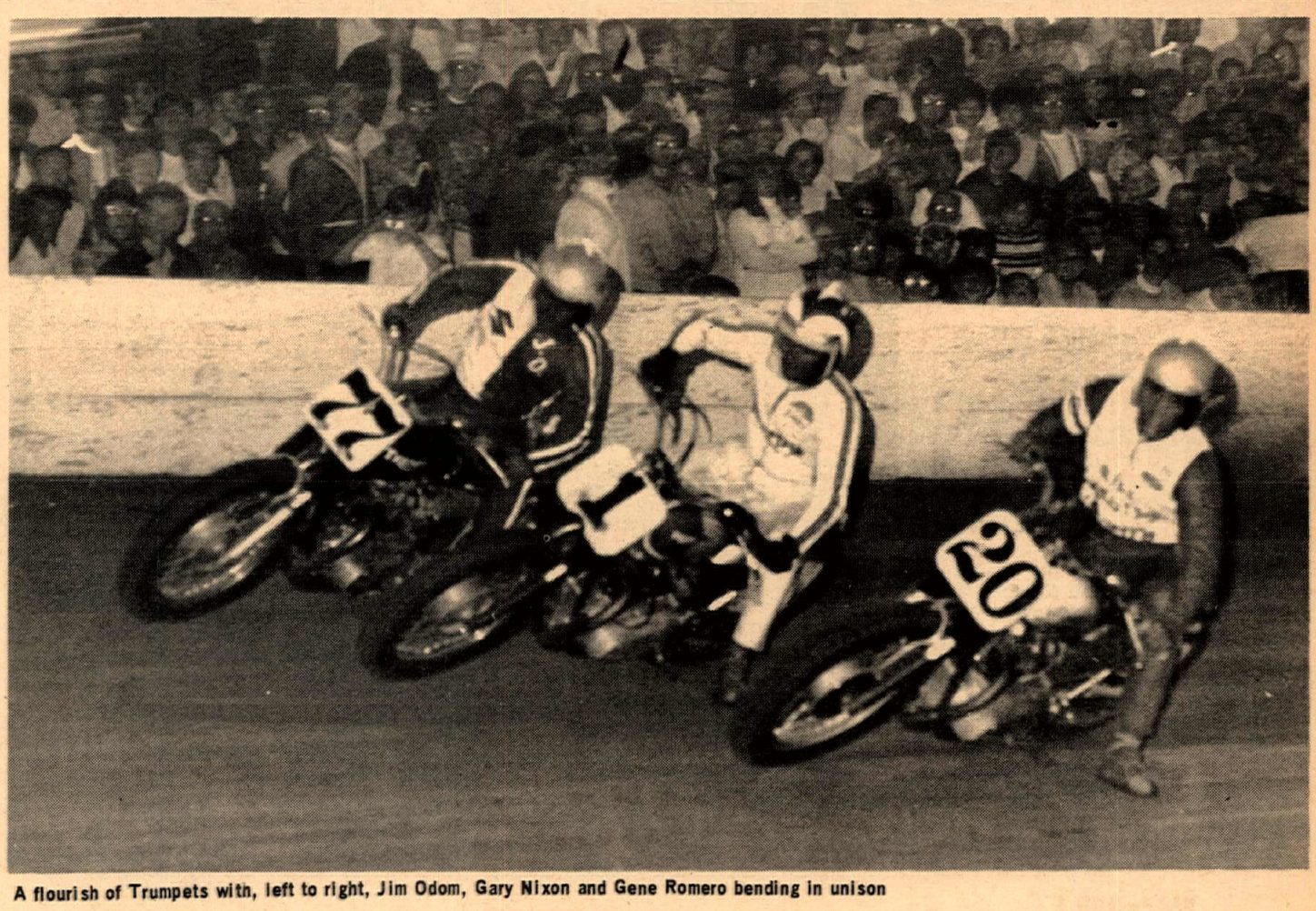
The winner, and new National Point Leader, Mert Lawwill.

Photos by C. Clayton and Don Abrahamson.

CASTLE ROCK TT NATIONAL

Above: Local favorite Sonny Burres leads Mert Lawwill, Skip Van Leeuwen, Emil (80) Ahola and Eddie Wirth in the preliminary heat.

Below: "By this much, Mark?" Williams gets the signal.



A flourish of Trumpets with, left to right, Jim Odom, Gary Nixon and Gene Romero bending in unison

By Dewitt Thuett

CASTLE ROCK, WASH., July 19,1969- California riders continued their domination of national Championship TT events and for the fourth straight time this year won both the expert and amateur finals.

Mert Lawwill became the first rider in the five year history of Castle Rock to win for the second time, as well as the first rider on the national circuit to win three championship races this year.

Mert and his self tuned Harley-Davidson quickly established that they were the combination to beat as they set the fastest time trial on Friday night and then record by far the fastest ten lap heat race on Saturday night before another record crowd, estimated at 8,000.

The hosting Mt. St. Helens M.C. fielded the largest TT entry of the entire year with about half being eliminated in time trials. Local amateur Squire Tomasi was the fastest yellow plater, but was out of the running after the first two laps of his heat race.

Top nine expert qualifiers were less two are first year rookies. Jim Rice and Tom Rockwood were the only two first time white platers to time in the top. Rice finished eighth in the final with Rockwood missing the transfer from the semi to the main by one position. Ascot TT winner of the week before, Mark Brelsford, crashed in his heat race with no injury.

Lawwill, Dick Mann and Mark Williams came up as the three heat race winners, all closely bought from start to finish. Williams and Emil Ahola were the big favorites with the Northwest crowd. Ahola had finished third in '68.

The semi main for the experts provided much of the excitement. Only four riders were to transfer to the final. Dan Haaby fought to hold fourth all the way to the final corner then Gary Nixon slammed to the inside and the two crossed the line with bar leaning on bar. Haaby crossed the first line ahead, Nixon's wheel was in front at the second line, 18" from the first! Fans cheered when it was announced that officials had called it a dead even finish. Both Nixon and Haaby were transferred to the final. Dusty Coppage won the Semi.

Eddie Mulder was off to another of his perfect starts in the 30 lap final and managed to hold the lead until the fifth lap when he gave way to the unstoppable Lawwill, who had also won the event in '67. Mulder continued to lose ground and finished 12th.

Eddie Wirth pulled off a controlled crash, taking Jimmy Odom down with him on the seventh lap. He was dueling for fifth at the time. Wirth was out but Odom remounted, only to crash again by himself trying to make up ground.

Nixon apparently found the right combination in the Semi and came on to finish sixth in the final earning thirteen national points, enough to place him second behind Lawwill who had taken the lead for the third time. Mert now enjoys a margin of 30 points over Nixon going into the Santa Rosa, Calif. mile track national this Sunday afternoon.

The race in the final was for second between Portland's Sonny Burres and Dick Mann. Mann followed Burres most of the way and then started bidding for second with only three laps to go. Each time down the straightaway Mann would try to pass on the outside against the wall. Burres kept the door shut and took second by a matter of inches. His second place finish was the best recorded by a Washington or Oregon rider in the five year history of the event. Last year Emil Ahola finished third with Burres running fifth. Ahola never got going this year and ran ninth. Mann's comment was, "I wish they'd give me a decision like Nixon got," meaning the semi transfer tie.

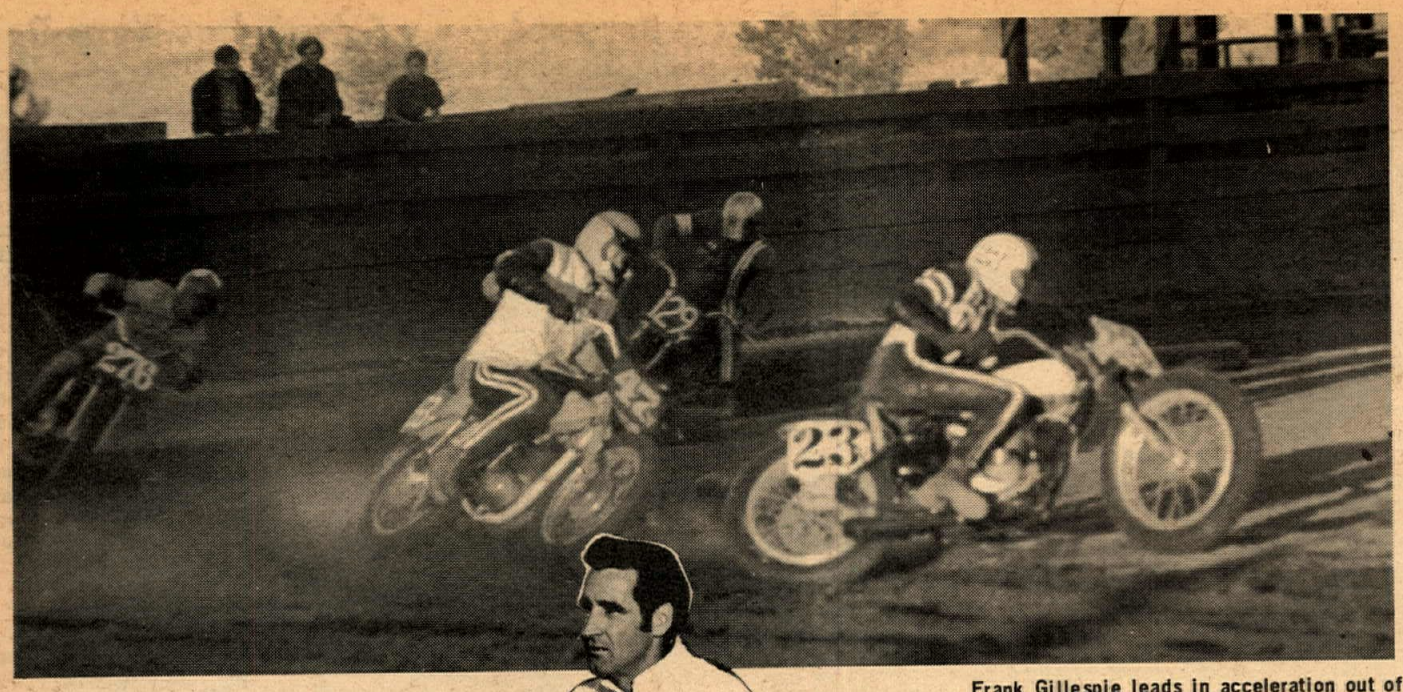
Another rider who never got with it was '68 winner Skip Van Leeuwen. He ran third in the heat race behind Lawwill and Burres. In the final he was sixth in the early laps but dropped back to take 10th and no national points, riding another bike than the Danny Macias Triumph.

Rayborn came into the event leading the national point race but ran 11th and the final, scored no points and dropped all the way back to third in the national standings.

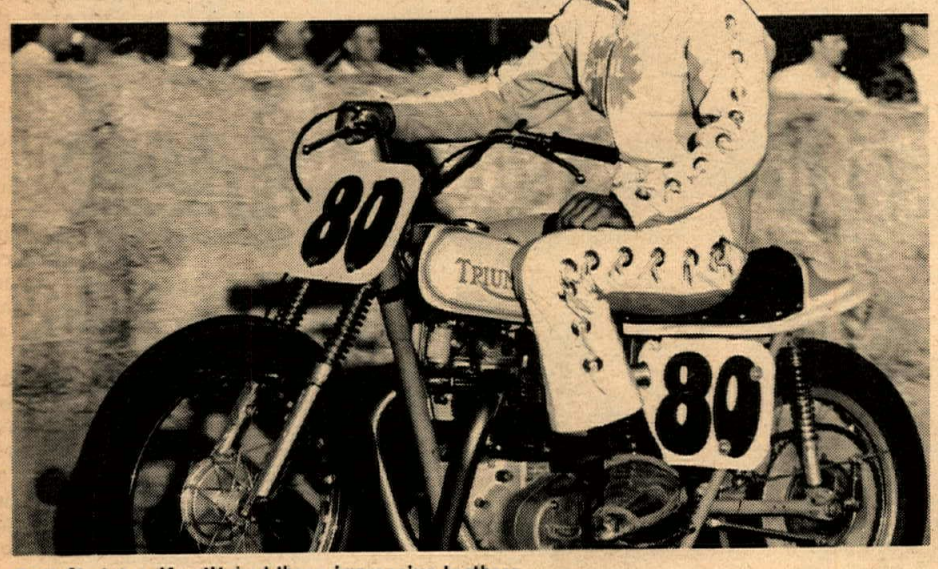
The Amateur affair was a California sweep for the first three positions. Dave Aldana defeated Keith Mashburn in the heat race but Mashburn returned to take the lead early and go on for his second win on the circuit. Bob Haynes rode his best race of the season and held Aldana for second spot.

Idaho's Thad Lawrence was disqualified during the amateur final. A two rider crash brought out the black flag and all but Lawrence returned to the starting line immediately under the rule. Lawrence went to the far end of the track by the pits for repairs and was disqualified by Referee Dave Welsh. Earlier he had won his heat race, defeating Don Castro and Frank Gillespie.

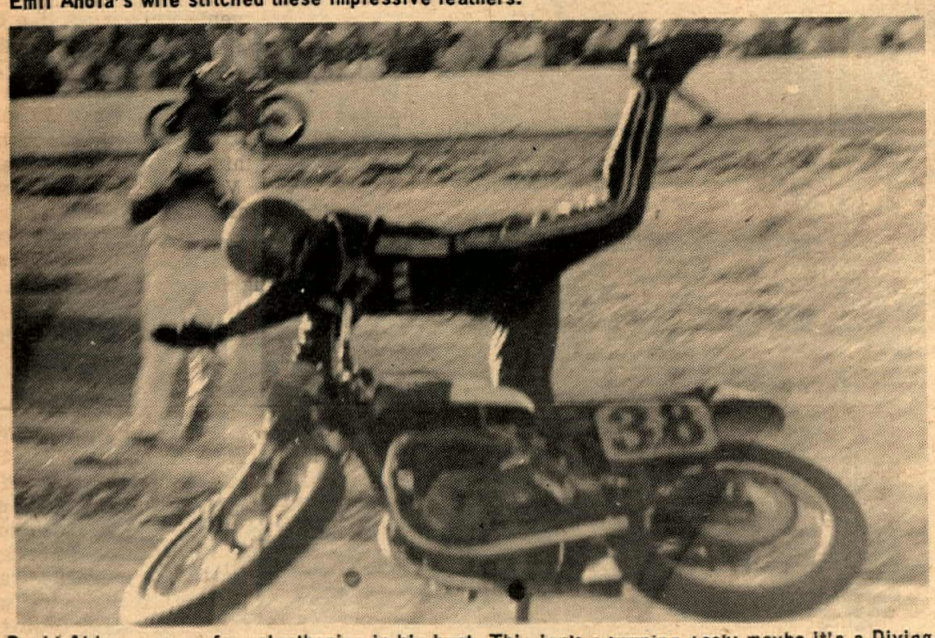
(Continued on page 6)



Frank Gillespie leads in acceleration out of one snarp turn.



Emil Ahola's wife stitched these impressive leathers.



David Aldana pauses for calesthenics in his heat. This isn't a Jumping Jack; maybe it's a Diving Dave.

30 LAP NAT'L TT.
Castle Rock, Wash.
July 19, 1969

Mert Lawwill	H-D
Sonny Burres	Tri
Dick Mann	BSA
Mark Williams	Tri
Gene Romero	Tri
Gary Nixon	Tri
Dusty Coppage	Tri
Jim Rice	BSA
Emil Ahola	Tri
Skip Van Leeuwen	Tri
Cal Rayborn	H-D
Eddie Mulder	Tri
Don McLedd	H-D
Paul Bostrom	Tri
Jimmy Odom	Tri
Dan Haaby	H-D
Eddie Wirth	BSA

15 LAP AMATEUR FINAL

Keith Mashburn	Tri
Bob Haynes	Tri
Dave Aldana	BSA
Jack Mott	BSA
Frank Gillispie	Tri
Dave Hansen	Tri
Don Castro	Tri
Bill Elder	H-D
John Bromley	H-D
Tim Thomas	Tri
Thad Laurence	Kaw
Butch Beck	H-D

AMA NATIONAL POINT STANDINGS

Mert Lawwill	385
Gary Nixon	345
Cal Rayborn	339
Gene Romero	317
Bart Markel	265
Chuck Palmgren	225
Dick Mann	225
Mark Brelsford	211
Fred Nix	189
Larry Palmgren	145

National Novice Night

By J. Lacey

CASTLE ROCK, WASH., July 18- Sandwiched between the Expert and Amateur qualifying for their National Championships the following night, seventy-two Novices journeyed to Castle Rock for their 'National' type event. Taking only the winner of the six heat races to the Main and the first six from the semi, the twelve rider line-up for the Main was a right good bunch of Novices.

At the start Bultaco mounted Allen Kenyon grabbed the lead and began to stretch it. Dan Brech, (C–Z) was running second, Kirk Brelsford (Bul) third, Chuck Joyner (Kaw) fourth, Darrell Cotten (Kaw) fifth. But things changed fast. Bresford got off just before the right-hander, relinquishing third place; Mark Niccoli (H–D) drove himself into the fence and was out; Joyner, the crowd favorite and probable winner, again suffered mechanical problems and quit on lap three.

This left Kenyon, Brech, and Cotten to sort themselves out ahead of the rest of the pack. But ho, whats this? Just before half way, Kenyon slows, Brech takes the lead and begins to stretch it out. Way out in front is Brech when he, too, holds up one hand, signaling motor trouble, and pulls off. Cotton, who has now passed Kenyon, inherits the lead and storms on to his biggest win of his young career by better than the straight-away length, Kenyon, still nursing a sick scooter managed second, Gregg Johnson, Bul, third, Jmes Messler,Suz, was fourth. It was a 238cc single out of Joe Dobbin's Portland store that did the deed!

FRED NIX DIES IN BAKERSFIELD BUGGY CRASH

Professional racing lost one of its favorite champions last Friday. Fred Nix, Harley-Davidson factory team rider, was fatally injured in Bakersfield while driving a dune buggy on a street in a local park.

Fred had to pass up the Castle Rock National TT because his racer was broken and went to Bakersfield to try out his new buggy. Teammate Bart Markel also had to pass up Castle Rock due to a wrist injury he received at the Ascot National.

Both riders purchased dune buggies in Los Angles and towed them to Bakersfield. They turned into an unmarked one-way street (going the right direction) when they changed their minds, made a U-turn and started back out of the Park. Neither rider was aware that it was a one-way street.

Nix came around a corner and to avoid a head-on collision with another car tried to go between the car and an embankment. There was not enough room and a partial head-on collision resulted. Fred was killed instantly with cause of death listed as a ruptured heart.

Markel, who was traveling behind Nix, was able to brake in time and was not involved in the accident.

Nix ha d won two nationals this year was ninth in the current point standings. He had a total of eleven national wins at the time of his death and was rated the best mile track rider in the nation on the basis of winning last five mile races in a row.

He won his first national race at Sacramento in 1966, winning in the last ten yards. He tied a single season national win record last year when he won six national races.

His recent win at the Loudon N.H. road race placed him a special spot in racing in that he is one of few riders to win in every type of national event offered. He had won all but a TT event.

Nix first gained national fame in 1965 when he was the high point short track rider in the nation. He was in fact, nearly unbeatable in the weekly quarter mile events held every Wednesday at Santa Fe Park in Chicago. He has been the point champion there the last three years in a row.

He was national #95 until this year when he took over #3 from the retured Al Gunter. He rode H-D his entire racing career. During the season each year he made his home in Franksville, Wisconsin but returned to his native Lawton, Oklahoma at the end of each season. Fred is survived by his wife and 2-year-old daughter.

July 14th
Grand Opening
Aug. 16th
New "Dirt Bike" Department
BULTACO
"1970" Campera MK11
No purchase necessary – come in and register
July 14th – Aug. 16th — Drawing Aug. 16th
HONDA, HARLEY, TRIUMPH, BULTACO
60 MODELS
Under One Roof
Free Motorcycle
Skip FORDYCE
MOTORCYCLE CENTER
Phone (714) 684-4747
Long Beach & Beach Cities
Los Angeles
So. Coast Cities
Riverside Freeway
San Bernardino Freeway
Newport Freeway
14th St. Off Ramp
14th & Main, Riverside, Calif.
Take the Riverside Freeway to the 14th Street off ramp – then turn west 3 blocks to the BIG STORE

AMA PROFESSIONAL MOTOCROSS AT ASCOT AUG. 31st

Southwestern motocross racers who've been wondering when the AMA is going to have a pro motocross in the L.A. area under their new rules are advised to get their professional racing licenses from the AMA now, because the time and place are set. It will be the last Sunday of August at Ascot Park. Proceeds will go to help the five American racers who are competing in European motocross.

Kapus Triples At Lucky Spokes Scrambles

BRUSH PRAIRIE, WASH., July 13, 1969- Gary Kapus, riding three different size Kawasakis took home the Trophy Dash win in the 100cc and also the A Main first spot in the 100cc class. He took the 200cc Trophy Dash but had bike trouble in the A Main and didn't finish this race. Then he went on to take second spot in the 250cc A Main event.

Gary is a hard fast rider in any class and is well liked by riders and fans at all of the tracks we have seen him ride at.

(Results on page 20)

Gary Kapus eyes the checkered flag as he slides his Kawasaki to a win at Brush Prairie.

Tiny Terrors Raymond, Wilde, & Hardison

SOUTH GATE, CALIF. July 17- Leading Trojan racer Paul Wilde, sponsored by Ace Bike Shop on a Yamaha 100 won the TT main, but it wasn't easy. Doug (Cimatti) Field and Ron (Hodaka) Williams had plans for that spot and gave Paul the hardest time yet.

Doug Cunningham (Yamaha) took the 125cc TT main event lead from Robert Bill and held it for four laps until the last turn when again Wilde rushed past them both at the finish to win by that much.

All the trying of Danny (Ossa) Hockie and Marion (Yamaha) Gregson failed to stop Jimmy (Montesa) Raymond in the 250TT main. Jimmy is the point leader in the class, but it isn't unchallenged.

Bob Hardison, on a Yam that really am, captured the 125 flattrack class, while Jimmy Raymond carried the colors of Calif. Cycle Sales to another 250 win.

Sidewinders Warm-Up

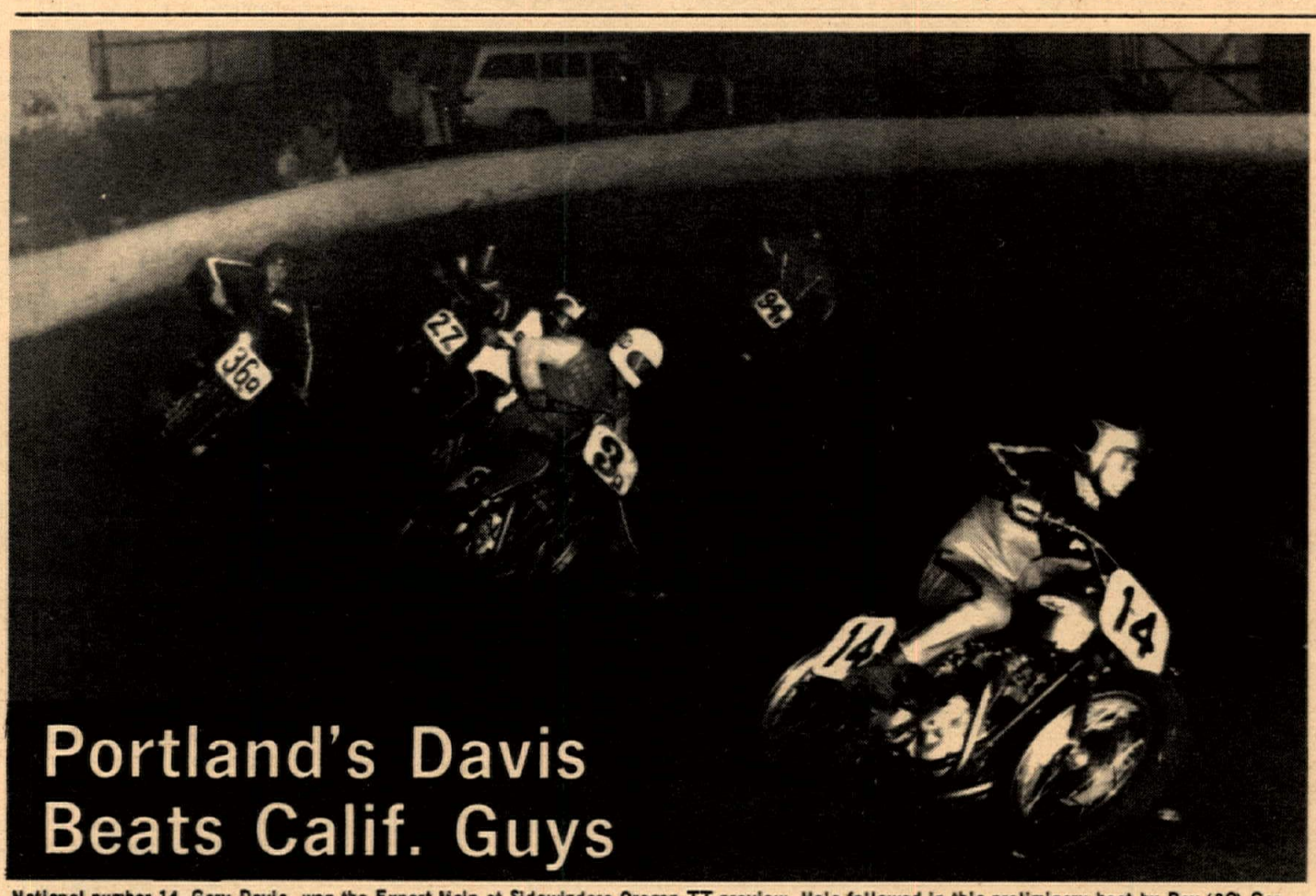
By N. Williams

CLACKAMAS, ORE., July 17-With the National at Castle Rock running in the next two days, there was a large turn out of riders at this 4 star race. Some gave up after the qualifying heats to save their bikes for Castle Rock, but there was still a large number left to run the mains.

There were eight national number riders there. Four rode in the race and four sat in the stands to watch the show.

Many riders went down in this night race but none were hurt enough that they couldn't finish the night. In the Amateur Main the last four men went down all at the same time and place and the race had to be stopped just two laps after the half way mark. The Experts went on as soon as the track could be cleaned. Everyone was out for a practice run before the National.

(Results on page 20)



Portland's Davis Beats Calif. Guys

National number 14, Gary Davis, won the Expert Main at Sidewinders Oregon TT preview. He's followed in this preliminary heat by Ray (3Q) Carroll, Lance (36Q) Morgason, Rob (94v) Bays and Ike Reed.

By J. Lacey

PORTLAND, ORE., July 17- For a prelude to the Castle Rock Nationals, the Sidewinders M.C. of Portland held their weekly professional TT Thursday night, a four-star event, and thus set the stage for their big Pacific Coast Championship three days later (reported in this issue).

Novice Bill Uhl who calls home Boise, Ida., grabbed the lead in the Novice Main and held it till the finish. Trophy Dash winner C. Joyner looked like the sure winner but came up with mechanical problems in the Main while his partner D. Cotton (Kaw) was a strong second, Alan Kenyon (Bul) third, and Mike McCall (Kaw) was fourth.

The Amateur Dash and Main was again dominated by Wild Bill Elder, H-D, but who knows what the outcome of the Main might have been had there not have been a big down-hill pile-up eliminating all but three of the contenders. Harley mounted Bill Manley earned second while third went to Marshal Becker (Tri), from the East Coast.

The Expert events were much like the Amateurs except that the point leader Mark Williams didn't win the Main. He did lead for two laps though before a broken chain sent him to the pits and Gary Davis, (Tri) took over and went on for his third win here this season. With the pressure on, Skip Van Leeuwen and Dusty Coppage both snapping at his heels, Davis rode smooth and consistently, never bugged, looking relaxed yet determined, and kept the big win among the hometown crew. Van Leeuwen was a close second, Dusty third, and another local favorite Dick Donaca (Tri) fourth.

(Results on page 20)

Portland Professional Trio

Professional racers will be converging on the Portland, Oregon area for a 3 day round of races on August 1st, 2nd, and 3rd.

First on the schedule, on Friday, Aug. 1st, is a Professional T.T. event at the Oregon Sidewinders hillside track in Clackamas, which is just south of Portland. The event is sactioned by the AMA, and guarantees a purse of $600.00, plus overage. Sidewinders is currently the only track in the Northwest paying overage to the riders. Gates will open at 7 and racing begins at 8.

On Saturday night, August 2nd, a new type of racing comes to the Sidewinders track. Formerly, all of their events have been T.T. or scrambles type, but on that night they are promoting an outdoor Class 'C' Short Track event! It will be a Professional program, $600.00 plus overage, purse of the riders. The ride will be run on the inside oval, utilizing the starting grid, the T.T. straightaway, and then in tight and back through the starting grid. The machines are limited to 250cc (which is what the Novices are riding in the T.T. events), and all riders, Novices, Amateurs, and Experts compete in a combined program. This will give spectators and riders and chance to see just what some of the "hot-shoe" Novices and Amateurs can do against the Expert racers. The machines will be the same- it will be all up to the rider! And it will also give everyone a crack at the big money - because the winner of the Main Event gets first place dough - be he Novice, Amateur, or Expert. This Short Track race is also sanctioned by the AMA. Gates will open at 7 and racing begins at 8. If this type of racing is well attended by riders and spectators, Sidewinders is considering applying for a sanction for a National Short Track Championship to be held the weekend prior to the Castle Rock National T.T. next year. If those plans go through, it will give out of state riders two Nationals in the same area, within the same week.

Anyone wishing a map, or other information about these two events should contact Diane Seifert, Rt. 3 Box 290 C, Oregon City, Oregon 97045. Phone 632-3857 after 7p.m. or 234-7388 on weekdays.

On Sunday the racing action switches slightly East of Portland to the Gresham Fairgrounds where Valley Sports, Inc. is promoting an AMA sanctioned Professional T.T. with a $900.00 purse. The fairgrounds is due to be deactivated in the near future, and they have made use of the old horse racing oval for the motorcycle track, with the addition of a cut into the infield in order to make the race track more kidney shaped. Gates will open at 12:00 noon and racing begins at 2 p.m.

RON NELSON
MAICO
1st AMERICAN

Saddleback International Motocross 500cc Class Ron Nelson Maico X4A 360cc (2nd Overall)

San Francisco International Motocross 500cc Class Ron Nelson Maico X4A 360cc (2nd Overall)

Fontana Night Motocross – 7/12/69
All Comers Race
1st Terry Nicholls – Maico
Adelanto TT Scrambles – 7/13/69
500cc Amateur Class
1st Chuck Wheat – Maico

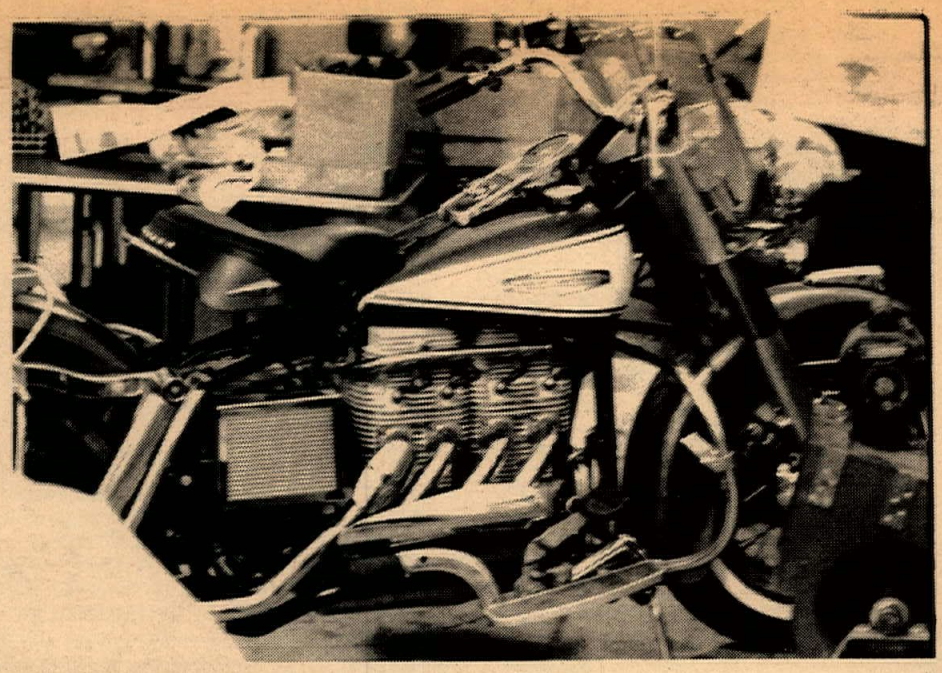
West of Mississippi COOPER MOTORS 2815 W. Olive – Burbank, Calif.

Antique Four Shop

By Chuck Clayton

In a narrow, unassuming storefront at 2258 Atlantic ´ Blvd. in Long Beach, California (zip 90806), famous American four cylinder motorcycles – Indian, Henderson, Excelsior, Ace – come back to life under the hands of two craftsmen, Bob Cavanaugh and Ken Young, who have turned their hobby into a business.

"Antique Motorcycles" is the name of the store, and it specializes in the early fours. Store hours depend on the whim of the proprietors, but they are open most evenings. Bob Cavanaugh's perfect 1935 Indian graces the window along with a rusty, but running, 1912 Indian that Cavanaugh discovered in a San Jose barn. The '35 four is priced at $2,500 "to scare buyers away," says Bob. What if someone agreed to pay the price? "Well, I'd just have to cry and sell it."



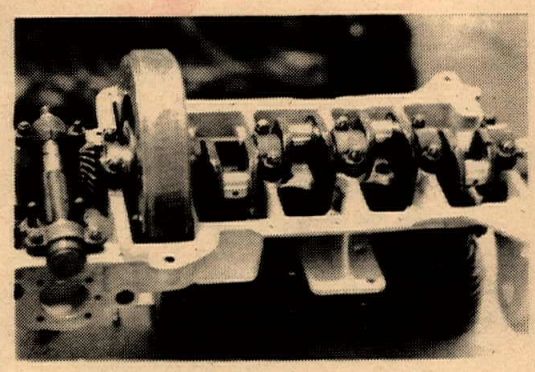
Ken Young's late model Indian 4 in a later model H-D frame.

The partners have plenty of business, and so many old fours are coming to light that they are planning to move into larger quarters. "Nobody ever junked a Four," Cavanaugh explains. "They save all the pieces, park 'em in a barn or a basement....Just think of all the Indian Fours there used to be in Oakland! The police department used them. They're probably scattered all over Oakland, in basements."

Antique M/Cs purchased the Indian Four parts from Sam Pierce's stock and enough spares line the walls and benches to keep all the fours running for many years. Partner Young was away when we visited, so Cavanaugh showed us the wares. Hefting a set of new transmission cluster and sliding gears, Bob explained "We have these made in quantities. They're expensive as hell, but cheaper than having them made one at a time."

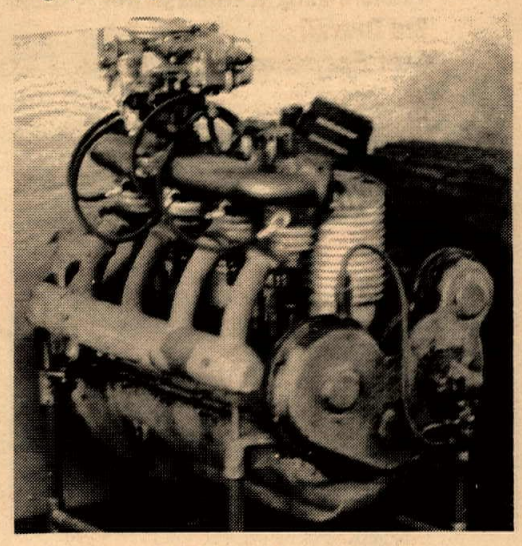
Markup is very low, but prices for parts are high. A porcealinized exhaust manifold costs the shop $26 and sells to the customer for only $30. Ball bearings are remanufactured, broken cases are intricately welded together from jagged pieces, filed to shape and then sandblasted and remachined.

How well do the old fours hold up in use? "The early models are okay for short rides, but they shouldn't be run over 45 miles an hour," Bob Cavanaugh advises. The later models, 1938 to 1942

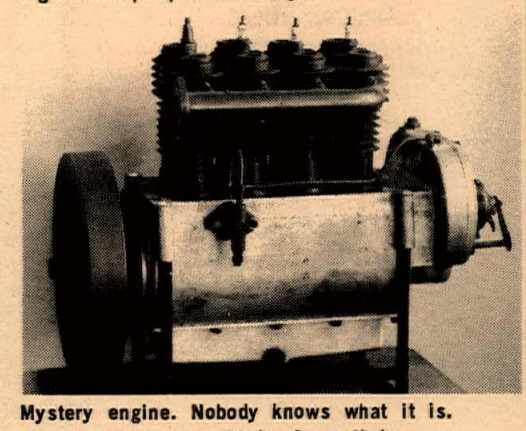


Crank has babbit bearings, no counterweights.

Old-time accessories include carbide tail-light, "Snoopy" helmets.



This old 4 with Holly carb was found powering a water pump in San Diego.



Mystery engine. Nobody knows what it is. can be taken up to 70 for long distances. The best part is the way they sound. There's no other engine that sounds so good!

Soon the partners will lock up the store for a few weeks and ride their fours to Idaho for the big motorcycle rally there. Young's 'late model' four reposes in a new Harley frame.

Indian alone manufactured from 400 to 600 fours a year between 1928 and 1942. They haven't all been discovered yet. If you find one that's all there, it's worth up to $600 unrestored. Antique Motorcycles will help you put it into better-than-new shape, so search out those barns and basements, fellow enthusiasts. There's a lot of old fours there somewhere!

Floyd Clymer sez:

Never in all my years in the motorcycle industry—as dealer, distributor, importer, race promoter, for 13 years publisher of Cycle Magazine, and motorcycle manufacturer — have I seen interest so keen as it is in our new complete line of INDIAN motorcycles.

With dealers for nearly every other make of cycle adding INDIAN to their lines, we expect to increase our business by ten times in 1970 over 1969. And we can make immediate delivery on most models now!

A NEW BOOM IS ON THE WAY!—With our Servicemen returning from overseas, many new sales will be made to young men who before entering service could not qualify for credit because of possible draft or enlistment. The over production of certain Japanese, Italian and British makes which slowed sales a few months ago has been dissipated. Tight money that held sales down a few months ago is to be eased.

New jobs for returning Servicemen will enable them to buy and satisfy a built-up desire to own some make of bike. There is a tremendous new cycle business for all makes and models coming soon.

The acceptance by the public of motorcycles for a hundred uses is increasing the sales possibilities. City and small town dealers have increased sales by 100 to 500% over a few years ago.

So, if you don't add INDIAN to your line or start a new INDIAN business, now is the time to secure a franchise for almost any make of bike. You can get into a fascinating and profitable business if you act now!

Floyd Clymer

INDIAN PONYBIKE

Indian WELCOMES DEALERS HANDLING ONE OR MORE OF THE FOLLOWING MAKES:

BSA, BMW, Bridgestone, Bonanza, Bultaco, C-Z, American Eagle, Royal Enfield, Ducati, Greeves, Moto Guzzi, Harley-Davidson, Hodaka, Honda, Jawa, Kawasaki, Maico, Mammoth, Montesa, Norton, Rupp, Suzuki, Velocette, Yamaha, Zundapp. We salute them all and wish everyone a real good year.

Within the past 25 weeks approximately 100 dealers—from Massachusetts to Canal Zone, from Alaska (they order shipments by air) to Florida—who are selling the above fine makes, have added INDIAN to their line. We welcome dealers handling other lines of motorcycles, outboards, sporting goods, autos, boats, bicycles or other merchandise, and those who want to start in the motorcycle business.

CAR DEALERS JOINING INDIAN TRIBE

Car dealers in several states handling famous makes of cars are now handling INDIAN and making **plus** profits. They include dealers for **FORD, DODGE, PONTIAC, THUNDERBIRD, LINCOLN-MERCURY, JEEP, RAMBLER, PORSCHE, PLYMOUTH, TOYOTA,** and **VOLKSWAGEN.**

CADILLAC — Sorry, no Cadillac dealer has, as yet, even phoned us or written about a franchise, but we're hoping. Our phone number is (213) 388-5119. Cadillac dealers can call collect.

The car dealer can also make extra profits handling INDIAN.

CYCLE DEALERS—CASH IN on the magic word "INDIAN," the oldest name in U.S. motorcycling. You make PLUS profits by adding INDIAN to your line. Just display INDIAN models on your floor against any other make. **Then, and only then,** will you get the public reaction. **Immediate shipment on three small bikes from our warehouse (usually same day order received).**

You can handle INDIAN along with any other makes and sell what you can of **any of our models,** from the "super minis" to the larger, high quality Indian-Velo 500 and the Indian-Enfield 750 (shipments now arriving). You will not be pushed to sell INDIANS. Sell what you can of any models. Make extra profits —good discounts on bikes and parts.

COMING SOON — MORE NEW INNOVATIONS

Our INDIAN Scrambler "100"; also our 67 lb. INDIAN "Mini Mini" Bambino—speed 10-12 mph, automatic clutch, full suspension front & rear, two good brakes, a real high quality, beautiful midget bike (not a toy) for kids from 5 to 7. Sidecar available for baby sister or brother.

NATIONAL ADVERTISING

In American Motorcycling, Cycle, Cycle Guide, Cycle Sport, Modern Cycle, American Bicyclist & Motorcyclist, Motorcycle Dealer News, The Dealer's Voice, Cycle News West, State Cycle News East, Motorcyclist, Motorcycle Weekly, Mobile Life, Popular Mechanics, Popular Science, Science & Mechanics, and some radio and TV.

PLUS SUPER PUBLICITY

See the INDIAN Papoose appearing in Rowan & Martin's new MGM movie "The Maltese Bippy"—Martin (the werewolf) escapes from the angry crowd chasing him on his INDIAN Papoose. (Their Laugh-In TV shows leads most popularity polls.)

PUBLICITY PLUS—New celebrity Papoose owners include Indianapolis "500" winner, Mario Andretti (his two boys, 5 and 7 years old, on INDIAN Mini Mini Bambinos) and Indianapolis-winning car owner, STP President Andy Granatelli, an early Indian Scout owner.

INDIAN BOY RACER

DEALERS*

INDIAN HAS JUST STARTED TO ROLL—Your territory may be open. Get in on the Indian sales boom before the guy down the street scoops you. Why not get in the rider's seat NOW by writing to:

Floyd Clymer, President
INDIAN MOTORCYCLE CO.
222 N. VIRGIL AVE. Dept. CN.
Los Angeles, Calif. 90004
Phone: (213) 388-5119

*All dealer inquiries treated in strict confidence and with no obligation.

Trident

TRIUMPH

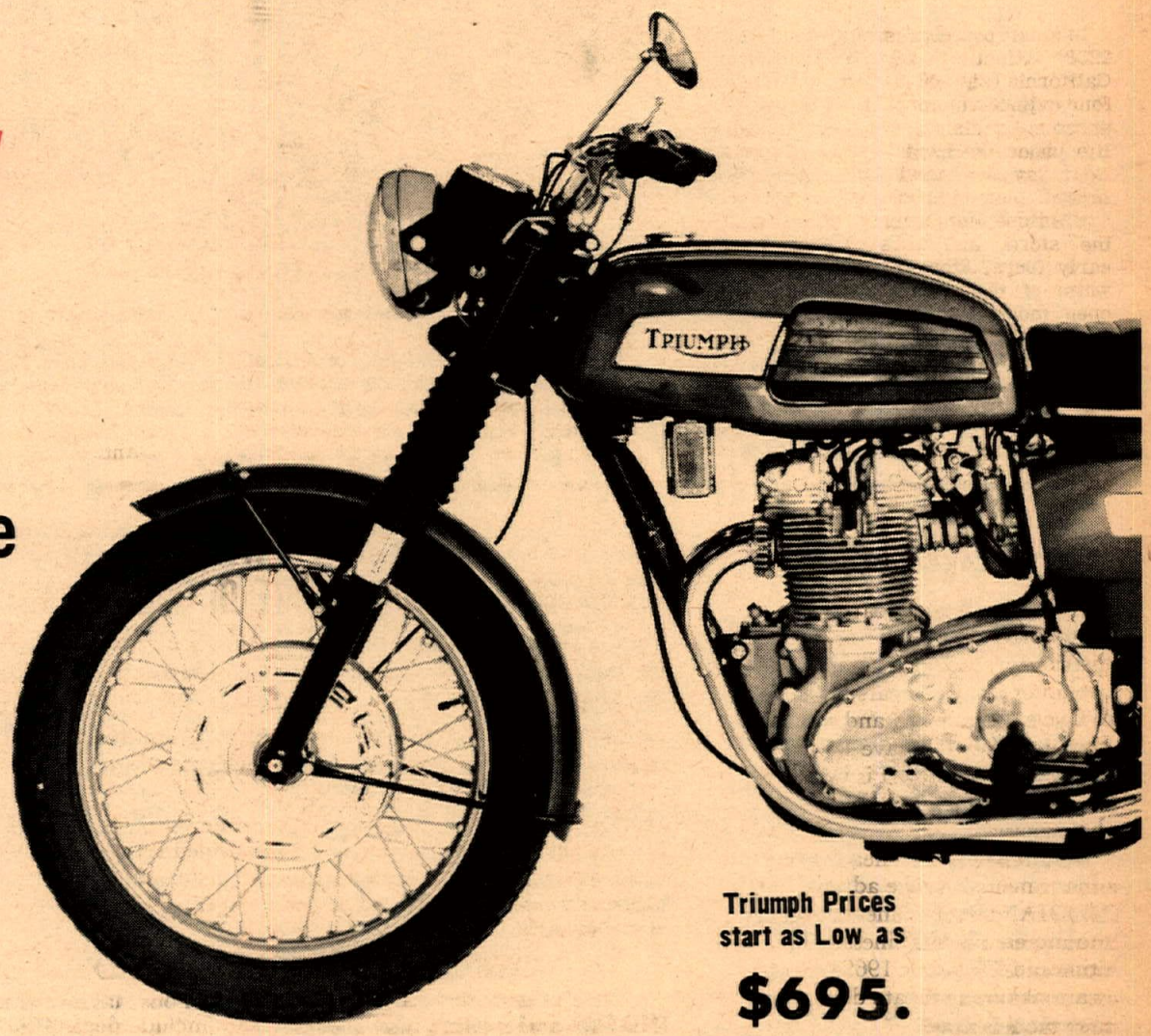
The mile chewer

FIRST OVERALL
AFM 250 mile
Production Road Race

July 6, 1969 – Vacaville Raceway

Jim Monroe & Rich Parkinson
Triumph Trident 750cc, 3 cylinder

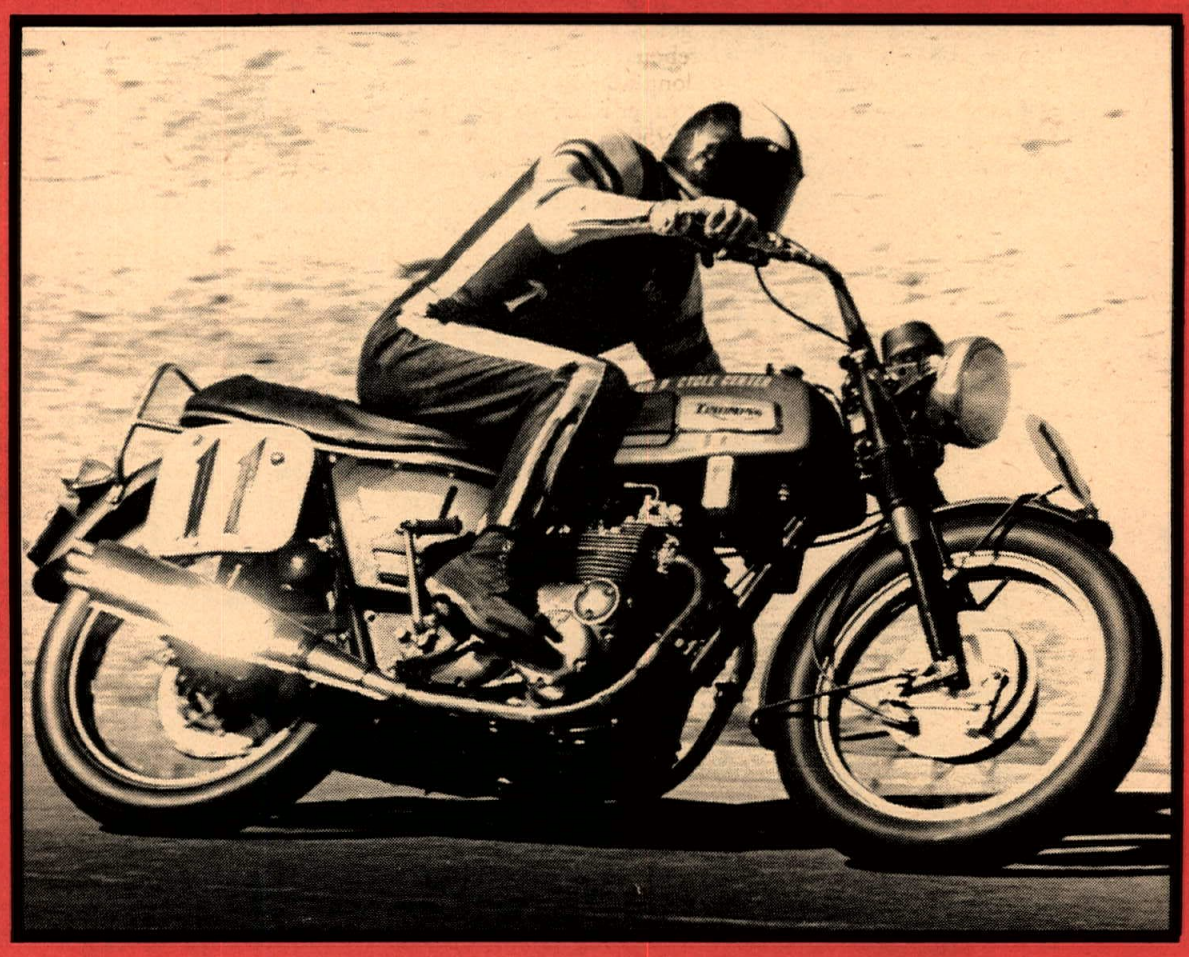
2nd Overall
Francis Ming & Chris Brown – Honda 350
3rd Overall
Pete Ecclesine & Mike Sumers – Kawasaki Mach III
4th Overall
Cecil Osward & Chuck Wickliffe – Kawasaki Mach III
5th Overall
Jim Peterson & Larry Shively – Bridgestone 350



Triumph Prices start as Low as

$695.

Ascot 50 Lap TT
National
July 12, 1969
Amateur Final
1st Frank Gillespie – Triumph
2nd Dave Hansen-Triumph
3rd Bob Hynes–Triumph
11 of the first 12 places were Triumph riders



Ascot Half-Mile
July 11, 1969
Amateur Main Event
1st Don Castro-Triumph
2nd Marshall Becker – Triumph

Johnson Motors, Inc., Box 275, Duarte, California 91010

Like a flock of frightened birds, the Deadman's motocrossers all take off together as they hit the first jump.

Desert Mud At Deadman's Point

Story by Terry Pratt
Photos by Dennis Greene

DEADMAN'S POINT, July 20, 1969—Usually super tight, this month's version of the Deadman's course was rerouted away from the giant sand rocks that tend to slow things down. A new dirt mound with a built in left turn was added and the mud traps depended on the whims of the water truck operator. The split level jump just after the start was included. It's getting to be a Deadman's Point landmark. The top of the tallest mound was the sit of lots of slash and thurst action on the starts. Being well organized, the motos generally start fewer than 20 riders, but the first jump of the more crowded classes is really frantic.

Lonnie Peterson on his Geronimo powered 250cc American Eagle swept the Open Division II class by winning all three fifteen minute motos. Peterson was one of only two 250 Experts that signed up Sunday so both Experts were classed with the open bikes. Ron Dugan won the Open Division I on a Husky.

The 250 Division I saw Robert Paxton and Ron Matheny run like a truck and trailer all day. They were both wearing their Shamrock jumpers and since Paxton had the class sewn up by winning the first two motos it looked like he slowed just before the checkered flag to let Matheny take the third moto for a strong Shamrock showing.

Dave Coulter put in a consistent day and built up enough points to take first place trophy in 125 Division I. Dirk Wambold put his Yamaha into a first second and a third during the day which gained him a second place in the final scoring.

Wearing his groovy but hard to get Martini jersey Don Watkins Jr took all three 100 Division II motos. The first moto would have been close except that Don Emler who was leading stopped in one of the last laps. Don's Suzuki was later seen in many, many pieces.

The trophy presentation was held in the Deadman's saloon next door. Some hard looking 1 per-center type motorcycle club was there too, but they didn't make the results page so that's all we'll say about them.

Ease over the hump and pour it on in the sweeper.

This is good practice for driving the freeway home after work. It's more fun too.

Don Emler booms his Suzuki out in front in the first moto. It was good while it lasted.

Portland 25 Lap TT

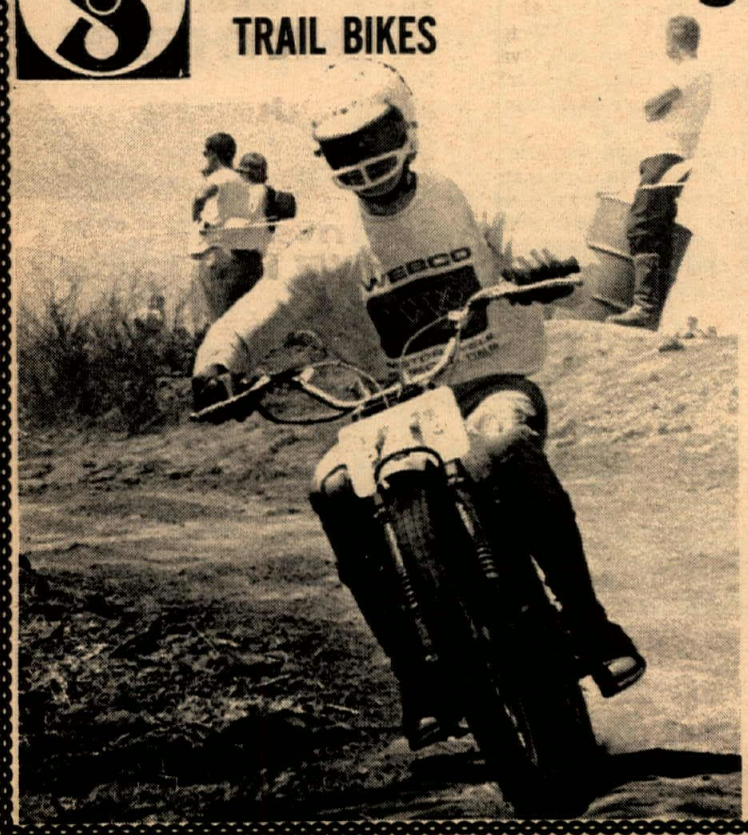
By Jay Lacey

PORTLAND, ORE., July 20, 1969—Mark Williams grabbed the lead at the start and led wire to wire to win the Expert Main at the Oregon Sidewinders 25 Lap TT Scrambles Championship at Portland Sunday. Williams rode a Triumph as did the next three riders to make it a four place Triumph sweep.

It was Bultaco's turn for a clean sweep in the Novice Main. Gary Fisher showed three more Bultaco men the way to the wire.

The Amateur Main was the real race of the evening. Bill Manley led on his H-D until he was passed at the half way point by Jack Mott who took the win for BSA.

SACHS
TRAIL BIKES



SACHS WINS

Elsinore, Cal. TT
July 5, 1969
100 Novice 2nd Main
1st S. Swiadge – Sachs

Crescent City, Cal.
Motocross
July 6, 1969
100 Expert Class
1st Bruce Seoving – Sachs

Saddleback Park, Cal.
Motocross July 13, 1969
125 Senior Class
1st Gene Cannady – Sachs

Sachs' new 1969 Enduros, K-100 and K-125GS, are successors to the famous Boondocker K-80GS, which won the greatest number of national events in the 1967-68 season. Whether your bag is trailing, racing, or general fun, check out the new '69 Sachs at your dealer.

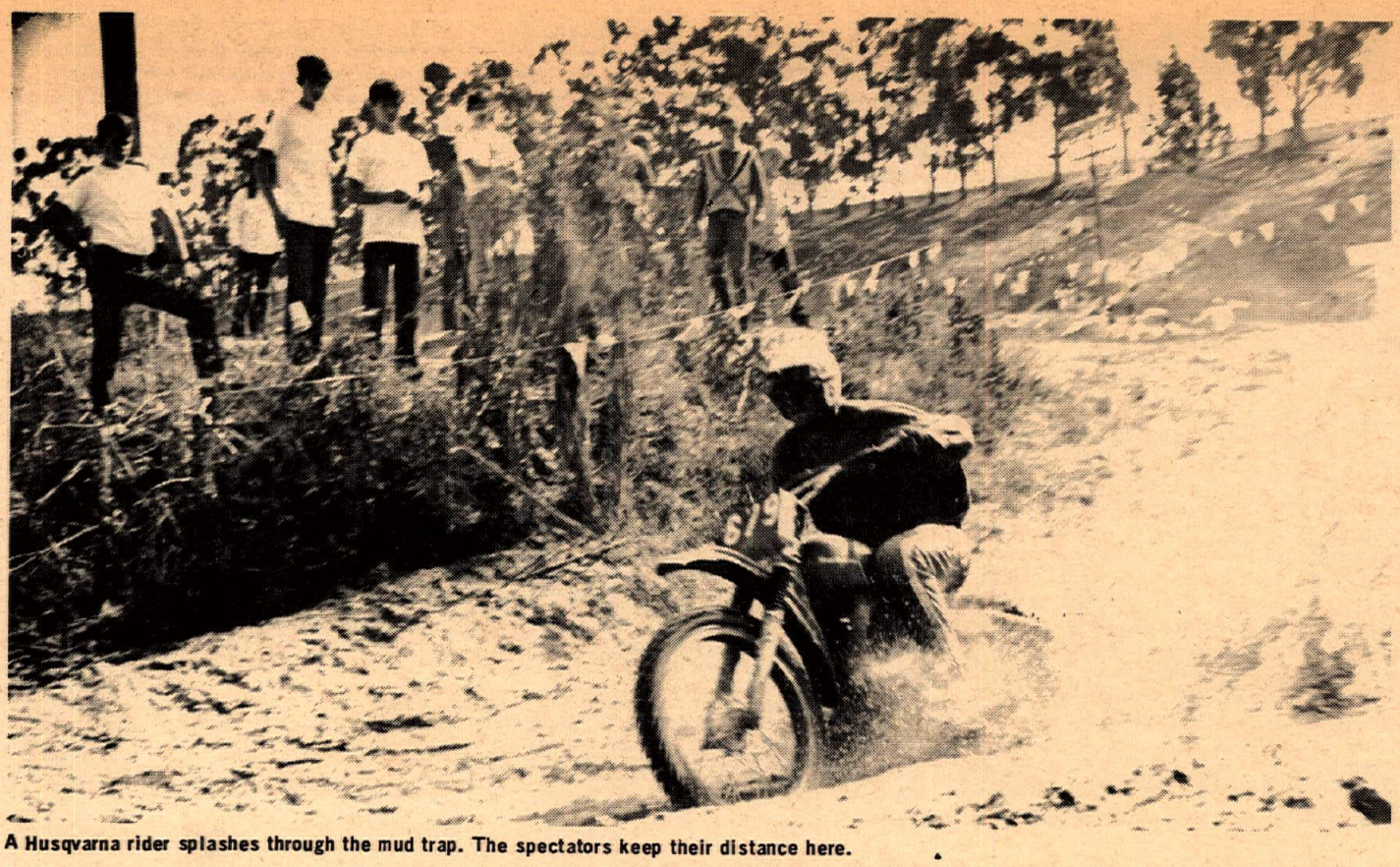
SACHS

Dealer Inquiries Invited
Importer and Western Distributor is:
HERCULES DIST. LTD.
1812 Colorado St. Santa Monica,
Calif. 90404 PH: (213) 451-8728

CIMATTI

You get a modified cylinder, high compression head and modified piston in your race ready 100XR.

ACCURATE ACCESSORIES INC.
4247 IMPERIAL HWY. LYNWOOD, CALIF. 90262



A Husqvarna rider splashes through the mud trap. The spectators keep their distance here.

Full Day For Lompoc Slo-Pokes

John Mason urges his Hodaka to catch the one just like it ahead of him.

By Dave Smead

SANTA MARIA, CAL. July 20, 1969 – If the Lompoc Slo-Pokes were trying to rival the excitement of the moon shot Sunday they did an excellent job. The race was assembled with three motos for everyone, and Ron Nelson and Mike Runyard were on hand to demonstrate the fine art of going fast where it's impossible.

The 100cc juniors got to spread machinery around the course first. Bob Fortier did his usual (anything but ho-hum) riding for a grand sweep of all motos. Fortier's Hodaka was followed by another Hodaka under the command of John Mason. Mason took 3 seconds and thus finished second.

The 100 and 125 seniors worked out after the 100cc juniors. Mike Runyard's Sachs wasn't challenged in any moto even though he got off the line slowly in two of them. Everyone had been warned that cheaters would be started backwards in their next race and Runyard showed that heads up riding is better than cheating any day. A few cheaters were caught however.

Young David Worth followed Mike in each race. It won't be long before Worth is pushing the best of the seniors – like maybe next race.

Scoring was done separately for the 100cc seniors. Scott Irving finished ahead of Carl Bergman all three times.

Next up to do battle were the 125 juniors. Their numbers swamped the course. Except for the first moto when Dean York ran away from everyone else the lead changed nearly every lap. Some of the pie plate numbers were floating obstacles for the fast crowd. When all the motos were scored the top three hazard hoppers were Greg Johnson, Kermit Knoflier and Dean York.

The gladiators following the 125 juniors were the 250 juniors. Three different motos saw three different leaders. Mike Spier rode his Kawasaki Green Streak to an impressive win in the first event. Dogging him hard was Al Davis on a Suzuki. The second moto Spier had to give the lead to Doug Grant who had finished fifth in the first event. Al Davis fell (literally) back to seventh. He didn't let that slow him down though because he came back for first in the third leg. Mike Spier rode consistently for another second while Doug Grant slipped into fourth behind Carl Nelson.

Dean York shoots out over one of the wooden jumps at Santa Maria.

The 250 senior spat was aired next. The way it went was Mike Runyard, Dennis Keefe, Runyard, Keefe, Runyard Keefe. Husky mounted Ken Beach slipped in ahead of Keefe for a while in the third moto. The crowd witnessed a quick outburst of anger from Runyard when one of the lesser Experts tried to keep from being lapped. Apparently Runyard thought it was a deliberate hold-up.

In the 500 juniors bash, John Hessick gently steered his Maico for 2 first places. He dropped back to ninth in the last race but held on to the first place honors. Charles La Pointe and Harvey Wynne, both on Maicos, rode consistently in all three races for second and third respectively.

The 500 Senior Class was given lessons by Ron Nelson. By first hand observation I can tell you that it's easy. You just have to go fast. Don't slow down for mud, sand, jumps, or whatever. Now anyone can hold the throttle on---right? Nelson's performance shouldn't subtract from the fine effort put forth by Bill Oliver and Cal Bottum. These two had a major duel each time for second place. Oliver took the first and second events from Bottum but relinquished the last event.

Of special interest to non-desert riders is the dust free course at Santa Maria. That fact plus the scheduling of three motos makes for a fine day of racing.

Results on page 20

European Speedway News

By Peter White

The Final of the Speedway Championship of the World is drawing closer. Meeting is set down for Wembley Stadium, London on Saturday, September 13 when sixteen of the world's finest speed gladiators will battle it out for the plum.

Since the British and Continental qualifying rounds began earlier this season many riders have fallen by the wayside. There now remains only the European Final and British Final to be run off. Former is scheduled for Olching, West Germany on August 24 while the British Final will be decided at West Ham, London on August 5.

The top ten point scorers from the Olching meeting will qualify for Wembley. The top six from the West Ham meeting will go forward to the Final itself. This puts the British riders at a disadvantage as the number of places they have been allotted in the Final seems to diminish year by year.

Most startling fact of the rounds so far has been the failure of the Russian contingent. Following the Continental Final at Ufa, Russia, last month only one Hammer and Sickle boy has gone on to contest the European Final. His chances of going on further to Wembley are almost nil. He is Vladimir Klementiev, a new name on the Russian scene. Against the top Polish and Swedish riders he is bound to be outpaced. The Poles were in a class of their own in the Continental Final and employed controversial team tactics to get several riders through.

Line up for the British Final will be Barry Briggs, Howard Cole, (England), Jim McMillan (Scotland), Charlie Monk (Australia), Ken McKinlay (Scotland), Eric Boocock (England), Nigel Boocock (England), Reg Luckhurst (England), Trevor Hedge (England), Ray Wilson (England), Garry Middleton (Australia), Tommy Roper (England), Roy Trigg (England), Colin Pratt (England), Ivan Mauger (New Zealand – reigning world champion) and Ronnie Moore (New Zealand).

Only two Australians have qualified, the shock omission being current Kangaroos champion Jim Airey. He suffered a machine blow-up in his semi final round.

On present form the World Final looks like a battle between Kiwis Mauger and Briggs. These two are setting the league scene alight in England this year and have proved tops in international matches as well.

The leading riders from Sweden appeared in five Test matches in England last month and received unmerciful thrashings. Most have been absent from British league racing this year and in fact four – Anders Michanek, Bengt Jansson, Hasse Holmqvist and Torbjorn Harrysson – have been banned because of their insistance on 'over the top' payments.

The Swedes are obviously feeling the effects of not racing in Britain. Their league table does not contain half as many fixtures and thus the riders seem to be a little stale.

This could keep the likes of Ove Fundin from pressing the Kiwis in the world title tilt.

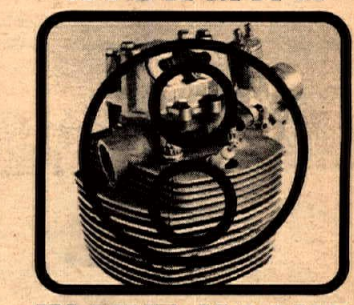
KEEP "AHEAD" with a proven winner...
DAYTONA HELMETS
Send 50¢ for TWO Reflective Daytona Decals and Descriptive Brochure
DAYTONA SPORTS CO.
7030 Darby Ave., P.O. Box 668
Reseda, California 91335

SALES SERVICE
HOCKIES MOTORCYCLES
HODAKA YANKEE OSSA GREEVES
Complete Machine Shop Facilities
22025 So. Figueroa
Torrance, California (213) 328-1242

Only BULTACO
Steve's Bultaco
Open 6 days a week Mon. & Fri. 9–9
others 9–6
7627 Van Nuys Blvd. – Van Nuys, Cal.
(213) 780-6300

TURNER
Expansion Chambers
Port, Polish, Five & Seven porting for most 2-strokes
(213) 589-7717
Also Reed Porting
Hours 10–6
6025 Maywood #11
Closed Wed. & Sun. Huntington Park, Calif.

RICKMAN
Métisse
The Sound of Power...
RICKMAN



IN-LINE VALVE
500cc Conversion for BSA Victor 441
W1NS AGAIN !!!
SADDLEBACK PARK MOTO-X
Walt AXTHELM
July 12
Conversion Kits NOW IN STOCK !
Chassis & Bike Kits . . . PLUS, a select few works racing machines
ALL BRAND NEW
First Come, 1st etc.
STEEN'S INCORPORATED
TEL.: (213) 289-4351
OFFICES: 1635 WEST VALLEY
MAIL: BOX 2276 C
ALHAMBRA, CALIFORNIA 91803

TRIALS- A True Sport

By Fred Belair

Trials is beyond any doubt a motorcycle sport which is becoming increasingly popular both in Europe and in America. But, what is that motorcyclist sport called Trials? Many people think it is a complicated and hardly spectacular specialty capable of drawing the attention of the initiated only. Of course, it is necessary to know the peculiarities of Trials to appreciate its qualities though it is by no means an intricate puzzle.

We may define Trials as a motorcycle test where the rider's skill, endurance and regularity are the main factors in winning.

Trials is a pure sport. The men who take part in these competitions are amateurs. If the Trial requires physical and mechanical endurance and great skill, it is fundamentally a sport for one's own personal fun. The cross-country trials course is usually composed of dirt roads, rough country and forest paths where the rider invariably enjoys a fast ride even when time is not pressing. Internationally, the race is two laps of 30 - 40 miles each, with over two dozen non-stop sections in all. About 12 or 15 miles per hour is usually the average speed set for the race. At first sight, this speed looks slow, but it must be borne in mind that some areas are very difficult to negotiate. Besides, before engaging on the non-stop zones, riders usually stop and examine them minutely on foot, and wait to see how the other riders who have preceded them tackle the stretch. Thus a considerable length of time is lost which greatly affects the general average speed and compels the rider to hurry up after.

We have referred to the non-stop sections. These are some comparatively short stretches where the rider's skill counts for much; they form part of the course and riders are penalized depending on the way they get through them. Primarily, the rider is required to negotiate the stretch without stopping and with both feet on his foot-rests. Only the very best succeed, for non-stop sections are usually so rugged and irregular that riders can hardly get through them feet up. A rider crossing a non-stop section feet up and without stopping is not penalized. If he touches the ground just once but does not stop (this is called "one dab") he is penalized 1 mark. Should he touch the ground more than once with one or both feet to help the mount get forward, he is penalized 3 marks. Now, should his mount fail to make progress (because of a jam, or through any other cause) he is penalized 5 marks. This situation is usually known as "failure".

Non-stop sections are usually composed of natural elements, with natural obstacles not subject to changes or manipulation. A classical non-stop is a pebbly steep stream bed formed by rains or the melting of ice and snow, the bed to be tackled from bottom to top. The course may also run along shallow streams where the bottom does not show very clearly, slippery slopes, steep sandy paths on which wheels are apt to skid, stony paths of all sorts, etc. In a good non-stop section, the beginning and the end of the run and its whole stretch are quite visible. The difficulty does not lie in zigzagging or driving as you would in a gymkhana, but to ride along a natural very steep course full of natural obstacles in a practically straight line and into that the rider may choose the best way according to his personal abilities. Still, the beginning and end of the section are signalized – the opening is not under 4 feet in width – with arrows, ribbons, small squares or flags, so there won't be any doubt as to the course to be covered.

PENALIZATIONS.

Penalizations affecting the rider's classification may vary slightly depending on the rules in force for each particular Trial, but they usually consist of: TIME. One minute delay at the start: 1 mark. A delay in excess of 20 minutes at the start entails rider's elimination. For every minute delay at the Finish: 1 mark. In some Trials a maximum delay is specified, and rider is disqualified if he exceeds it.

FAULTS. To refuse to tackle a non-stop section: 10 marks lost. Incorrect attitude towards an officer or a marshall of the meeting, or towards another rider: 100 marks lost.

STYLE: While negotiating a non-stop stretch: Touching ground with one foot: 1 mark lost. Touching ground with one foot, more than once, or with both feet: 3 marks lost. For one "failure" (stopping forward motion, killing engine): 5 marks lost. Rider incurs the same fault if he tries to push his way forward by leaning with any part of his body (foot, hand, etc.) on any obstacle whatever, be it a tree, a wall, a rock, etc.

TRIALS MOTORCYCLES. The motorcycles used by trial riders have developed a great deal quicker than the trial proper. Engines are both powerful and smooth running. With one of these mounts you can slow down to a minimum speed, or even to nil, without using the clutch, and the moment you give the engine a little gas the mount shoots ahead instantly.

Frame, wheels and the rest of the machine down to its minutest parts are considered so that the rider will enjoy maximum balance, reliability, ground clearance and ease of handling.

The organization technique has also progressed by leaps and bounds, and so it is possible to get the final results as the riders reach the goal. The use of the individual card has proved a decisive factor. Every rider has a card, and upon leaving the non-stop section, the corresponding officer of the course punches his card at the 0, 1, 5 or 5 mark square.

WHAT IS THE ATTRACTION OF THE TRIALS?

We have so far outlined the main peculiarities of this enthusing modern sport, the Trial. In practice, Trials offers two different facets, one of them being a most charming course, usually a splendid run across the mountain where one can ride at a fairly good speed in all sorts of ground, enjoying nature. The Trials course is an excellent medium to help you become a good rider no matter the specialty you favor. Young riders who intend starting with motocross should start with a complete Trial season before, since they would learn to ride fast on muddy surfaces, stony paths and all kinds of rugged roads all by themselves, away from the eyes of the crowd. As to the second aspect of the Trial, it is a great school for the young motorcyclist, since he learns to master his mount to a limit which the non-initiated consider marvelous, and he keeps his balance under the most trying conditions.

It is not only a test bench. Motorcyclists of different ages, possessing diverse degrees of dexterity, feel that Trials is real fun and a means of keeping physically fit, a pure sport which allows you to keep in contact with nature. In fact, you pit your skill against that of other riders in an amiable, clean atmosphere of comradeship as opposed to the uncertain climate of rivalry so common to other sports where competitors want to be first at all costs.

Among the trialists there exists always a warm friendship, no matter in what part of the world the sport is in vogue. A spirit of cooperation and comradeship no one would dare to impair through antagonism of exaggeration. That's why such riders as approach the Trial for the first time feel interested and at home straight away. Because it is a sport in which you always win and learn, a sport which enriches you, not with money but with ethical and moral values. In a word, a real sport.

a must for every serious enthusiast
CATALOG & HIGH PERFORMANCE MANUAL

New! $2.00

Equipment and modifications for Hodaka, Honda, Yamaha, Kawasaki, Suzuki, Bridgestone, Sachs & others.

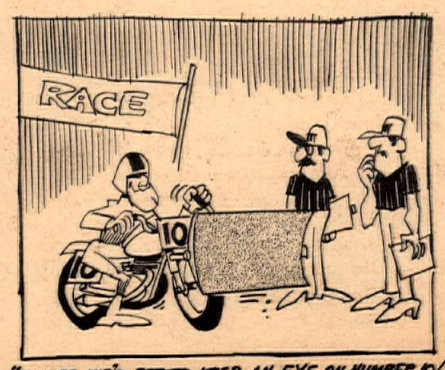
roehr bros. VAN TECH
317 North Victory Boulevard, Burbank, Calif. 91502. (213) 842-4847.

WYCKOFF MOVES UP IN DIXIE

John Wyckoff, a transplanted Yankee, has adapted so well to southern life that he has helped triple sales for Dixie International, his employers. Dixie is the world's largest distributor of motorcycle parts and accessories to motorcycle dealers in the U.S. and 18 foreign countries.

John Wyckoff

In recognition of his sales efforts, Wyckoff has been promoted from District Salesman to National Sales Manager, it was reported by Joe Baca, President of the Columbus, Ohio based firm. Wyckoff, who is also a correspondent for Cycle News, works out of Stone Mountain, Georgia.



"MAYBE WE'D BETTER KEEP AN EYE ON NUMBER 10!"

Jagow Stars At Salem Motocross

Looking for a place to land, an Oregon motocrosser tries out the jump at Salem Motocross Park.

By Marie Layton
Photos by Byron Swift

SALEM, ORE., July 13, 1969 – Dick Jagow, national number 97, took top honors at Salem Motocross Park placing first in the Open Division of the European motocross and capturing a second place win in the 250cc Senior Division.

In the last heat of the open, Jagow, riding a Greeves, was at least half a lap ahead of the second place rider, Robert Leach, the usual champ on this track. Both Jagow and Leach were beginning to lap the last place riders in this heat.

Bill Cook of Carlton rode his CZ to victory over Jagow in the 250cc Senior division. Jagow's engine had quit in one of the earlier heats. Ron Powell, also of Carlton and on a CZ finished in third.

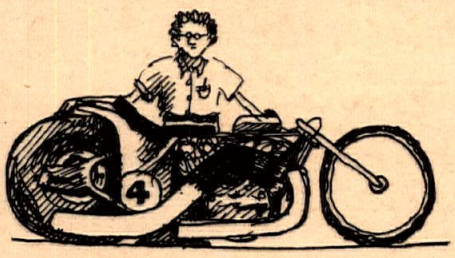
Wayne Miller of Lebanon triumphed over the 250 Juniors. A fouled plug didn't seem to hold him down for long. Wayne says he waits for the other riders to begin to sit down on their bikes, then rides all the harder knowing that they're getting tired. He states at age 39 he needs all the help he can get. Looks like maybe some of those younger fellows could use a little help. Tim Jette of Portland finished second. Virgil Sargent (Kaw) was awarded a third place trophy but officials later decided that although the trophies had been given out, the rightful third place winner was Dan Miner of Lebanon.

Robert Leach rode a 125 Penton to victory in the Senior Division of that class. Larry Mascotte, McMinnville, finished a close second on a Bultaco and George McNeilly (Yam) was third.

First place in the 125 Junior Division was taken by Richard Buckley of Portland on a Honda. David Wall, Salem, riding a Yamaha was second and Stan Morin of Woodburn was third.

(Results on page 20)

Drag Strip



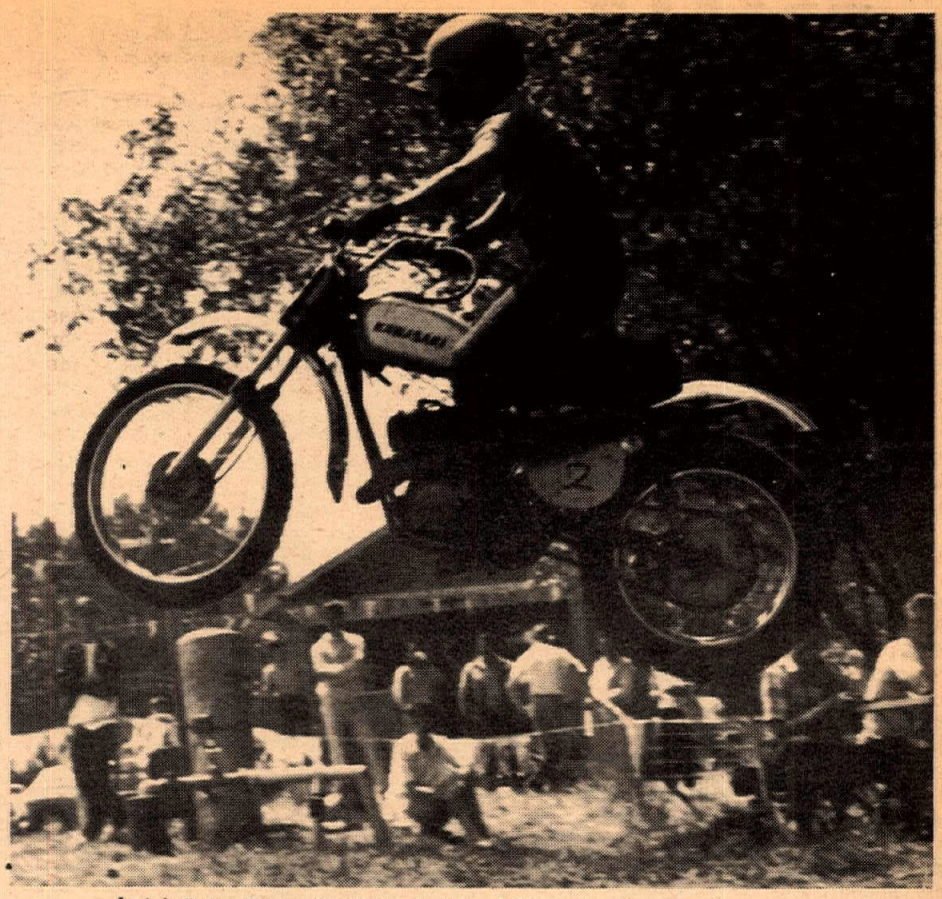
LIONS
Wilmington, Calif.
July 20, 1969
By Dan Zeman

TOP BIKE		
Bob Ebeling		Tri
STREET		
C-Bill Gibson	12.98 -102.00	Hon
D-Borchers	13.71-95.45	Kaw
E-R. Martindale	14.43-88.82	Kaw
G-Carl Fratus	14.76-88.84	Suz
H-Greg Comstock	15.26-82.26	Bul
J-D. Eckhardt	19.71-64.35	Suz
MODIFIED		
A-A. Houston		Tri
C- J. Houston	12.35-108.00	Tri
H-D. Malcomson	14.49-88.23	Bri
J-D. Hopkins	19.80-64.98	Suz
GAS		
E-Charlie Cash	12.19-108.04	Suz
F-Jack Lowe	15.75-81.08	Hon

RESULTS

SALEM MOTOCROSS
Salem, Oregon
July 13, 1969
By Marie Layton

OPEN DIVISION	
Dick Jagow	Gre
Robert Leach	Hon
Dennis Himes	Cz
Leon Brown	Mai
Jon Beilsteim	Hus
250cc SENIOR DIVISION	
Bill Cook	CZ
Dick Jagow	Gre
Ron Powell	CZ
Charles Standiford	Oss
Mike Lavine	CZ
250cc JUNIOR DIVISION	
Wayne Miller	Gre
Tim Jette	CZ
Dan Miner	---
Virgil Sargent	Kaw
Joe Ston	Bul
Bob Mills	Gre
125cc SENIOR DIVISION	
Robert Leach	Pen
Larry Mascotte	Bul
George McNeilly	Yam
Don Gadfrey	Mai
Jim Robertson	Mai
125cc JUNIOR DIVISION	
Richard Buckley	Hon
David Wall	Yam
Stan Morin	Hon
Tom Cook	Sac
Jim Sether	Kaw

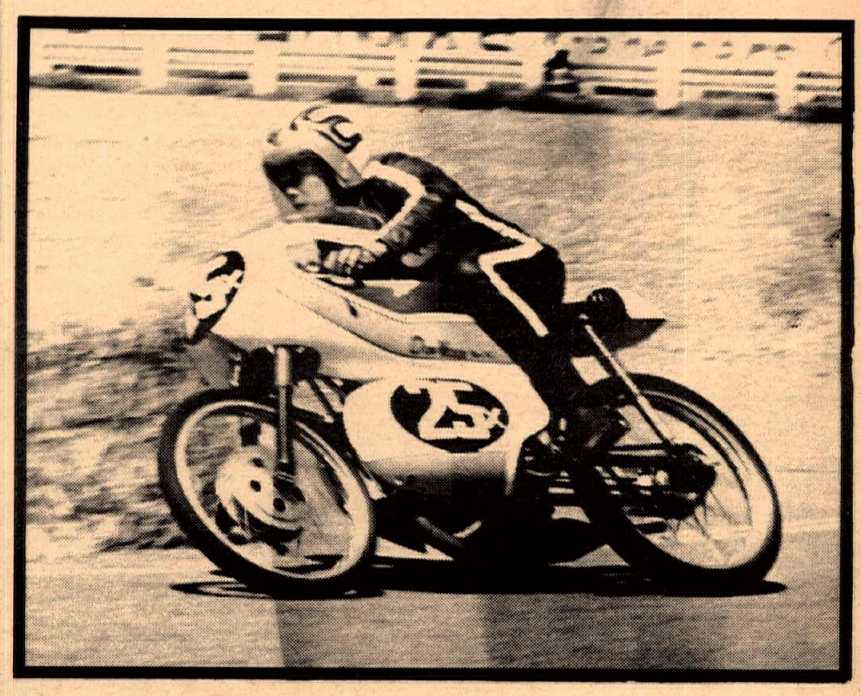


A high flying Kawasaki pilot gets lots of lift on the Oregon motocross course.

HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA

Choice of Champions
HODAKA

HODAKABILITY
IS
VERSATILITY



ROAD RACES
Orange County, Calif.
July 13, 1969
100cc Grand Prix
1st Pat Evans – Hodaka

TRIALS
Weston, Oregon
July 4, 1969
125cc Class
1st Harry Taylor – Hodaka

MINIBIKE TT
Elsinore, Calif.
July 5, 1969
1st R. Nickol – Hodaka

For a first-hand demonstration of HODAKABILITY, visit your dealer for a free test ride.

For the dealer nearest you, write: PABATCO P.O. BOX 327 ATHENA, OREGON 97813

HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA

One rider finds a flat spot to screw on the power while another in the background checks out a hard spot on which to fall.

Jim Wilson lifts it over one of the graded sections.

Bay Mare G.P.

By Dick Wright

BAY MARE, CALIF. July 20, 1969 — The second day of the Grand Prix got under way at 9:00 a.m. The course had been watered down since dawn, and everybody was ready to do battle on the well laid out combination fast T.T. and rough hillside scrambles course of two and a half miles length.

The 250 Amateurs were first up. The flag was dropped and the thirty five riders shot up the long straightaway. First out of the turn was Larry Shoemaker on a Bultaco, second was Rich Hall on a Bill Butler tuned Yamaha. These two riders got with it until Hall dropped his chain, and then Shoemaker outdistanced the pack and went on for the win.

Competition was keen in the 250 Expert go as Jim Wilson grabbed an early lead, with Gary Bailey on his rear tire pushing hard; both were Greeves mounted. The hard charging Wilson was able to move away from Bailey halfway through the race and even slowed down for a quick cup of water, then went on for the win. Bailey was second and Al Baker, Yamaha mounted, was third. There was a big group of 500 novices and the going was wild and wooly, but after all the mud was cleared off and the dust settled, Roger Flaming on a Maico came across the finish line first with another Maico rider, Bobby Steffen moving up from dead last to second for a good ride.

Jessy Goldberg rode a consistent race to pick up the 500 Amateur win after Jim O'Neil was disqualified for riding the wrong size machine in the race. Dick Miller of the Checkers MC was second. The 500 Expert race was a family affair as big John Maynard took the lead after Baileyfell and Jim Wilson had a flat tire. Maynard held a good lead over younger brother Bob Maynard. They were both on American Jawa prepared CZs.

The Combined Novice, Amateur and Expert Open class was a wild affair, with Ron Rondell and Don MacDonald dueling for half the race. Back in the pack the young and wild Ron Jones who dropped it in the first turn and got up in last place, was now picking up places in big broadslides and fast straight away drives, on his Mike Birk tuned Triumph. He took over the lead from Rondell on the next to last lap and moved ahead to come in for the win and the cheers of his Antelope Ramblers M.C. club members.

The Side Hack race went to the team of Ralph Whitney and his passenger George Whitney, on a BSA rig. Darrell Meter and Ken Meter were second on their Greeves hack.

The Sweepstake race was the last Event of the day. The 100cc riders got a hundred yard advantage, with the 125's halfway back and all the 250 and up were back on the starting line. Bailey and Wilson moved up quickly to take the the first two spots. These two tigers put on a real show to cap off a great day of racing. Bailey was able to hold off Wilson and came in for the win. Wilson was right on his rear tire for second. John Maynard was third.

The Simi Valley M.C. group put a first class Grand Prix. One of the things the riders liked was that the club kept their interest in mind. Then they divided the 100cc and 250cc Novices up into heats to keep the number on the starting line down. Also the loud speaker system was top notch. You always knew what was going on, so we look forward to their Grand Prix next year.

(Results on page 20)

Ignoring the mired motorcycle being dragged away, two Husqvarna riders slog through the glop. The course had been watered since dawn.

The Roughest GP Yet, Saturday's Simi

After a word from the Competition Committee this hill was eliminated from the course. Too many first lap tangles caused it to be judged too dangerous.

By Maureen Lee

BAY MARE, CALIF., Saturday, July 19- Simi Valley M.C. threw an extremely well organized two day Grand Prix on a circuit that was probably the toughest one yet. There was one up-hill off-camper around a tree that became the downfall of many a rider. Once you lost momentum you'd just flat had it and would slide down and into the brush. That section really kept the spectators entertained! There was also a two-stage mud hole that was re-filled several times to keep the muck in suitably gooey condition.

The 250 Novices led off with two heats using the whole course which led right up to the top of the mountain and then descended down-hill almost alongside the hill climb trail. After so many crashes and pile-ups in these two heats and the narrowness of the trail, Bill Tucker of the Competition Committee had a word with the host club and they all wisely decided this section should be taken out before there was an injury. If the right bulldozer had shown up and the course been wider riders wouldn't have had half the trouble.

The Racing Bit

In the 250 Novice class it was Bill Spann (Montesa) taking the first heat with a serious challenge from Bruce Baron... second heat went to Terry Nichols on a Maico...one unlucky novice slid off at the top of the hill and rode it all the way down to the bottom through the brush arriving at the bottom looking just like a king size tumbleweed...Rodger Flaming on a new twin-piper C-Z had the semi won by a long shot and then bogged down on the last lap with a non-pulling mid-range, made the main only to have troubles again... main event winner was Spann who fell coming out of the mudhole and was passed by Terry Nichols but he got to flying again and repassed Terry.

Most of the 100cc Novices were privately thankful the downhill had been dropped...in their main, two Hodakas

OUR UNMUFFLED ROAR OF CONGRATULATIONS MB To The WINNER!

Marin Motocross
July 4th
100cc Novice
1st Dayl MacDannald XC100
4th Neil MacDannald XC100
Hanford California Scrambles
June 27th 100cc class
1st Neil MacDannald XC100
2nd Joel Krick XC100

Aqua Barn Scrambles
Renton, Wash.
July 9th
125cc Class
1st Ed Elliot XC100

Kearney Bowl
Fresno Calif. June 28th
100cc class
1st Joel Krick XC100
Kearney Bowl
Fresno Calif. July 12th
100cc class
1st Neil MacDannald XC100
2nd Joel Krick XC100

MB SPORTCYCLES . 311 E. ALEXANDER AVE., TACOMA, WASHINGTON 98421

Husqvarna–CZ–Penton
Complete line of Torsten Hallman Racing Equipment
Largest Stock of Motorcycles & Parts in the Los Angeles Area
ALSO Suzuki, Zundapp, M.Z. & Montesa
Valerian's 2 CYCLE CITY
Moto-x Accessories & Equipment
(213) 475–4541
10673 W. Pico Blvd., West Los Angeles, Cal.

Temple City Kawasaki
Area's leading volume Kawasaki Dealer
Complete Parts & Accessories
5663 N. Rosemead Blvd., Temple City –
(213) 286-7504

Hodaka Montesa Motorcycles Greeves Kawasaki
Westminster Sport Cycle
Guy R. Louis
(714) 893-7057
7574 Westminster Ave. Westminster, Cal.

BILL KRAUSE'S MOTORCYCLE Dept. Store
HONDA/TRIUMPH/YAMAHA
LARGEST PARTS & ACCESSORIES DEPT. IN THE SOUTHLAND
1257 S. LA BREA at Century • Inglewood • 671-0406 • 678-5035
BMW • GREEVES • MOTO-BETA

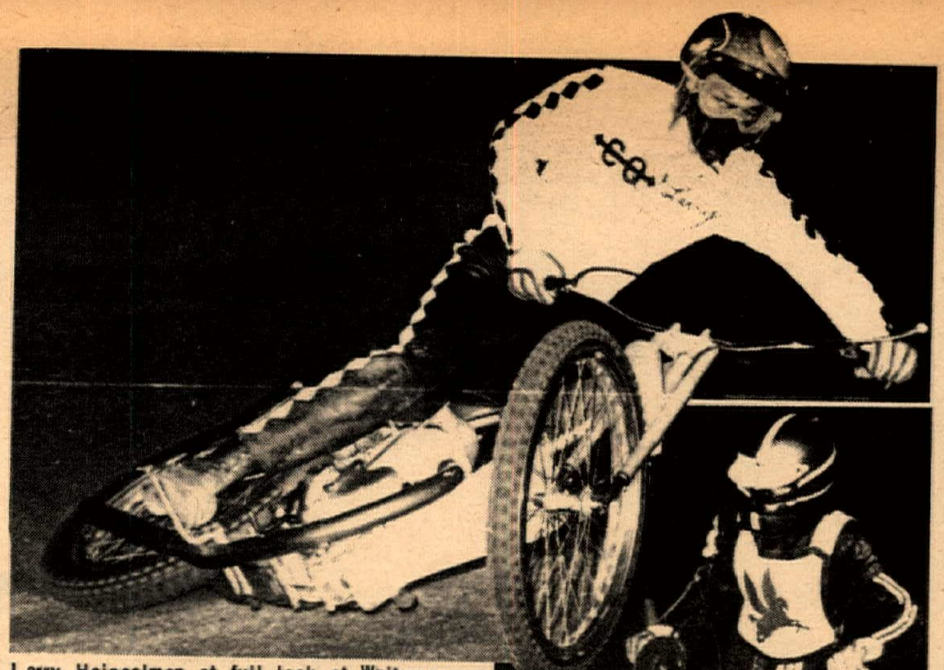
ridden by Bob Fortier and Rick Durand took first and second... Ted Holt (M-B) third...a lot of the big desert names were in the Amateur-Expert 100 race and race they all did...two Antelope Ramblers, Mark Rader and Jeff Wright took the lead on Hodakas and although Wright tried hard, Rader came up with the win...in a firm third place was top scrambles ultra-lightweight Steve Nichols on a Yamaha followed in by fellow scrambler Troy McKee and then desert ace Jack Morgan.. Morgan passed McKee but lost the chain on his Hodaka twice and had to stop to put it back and losing considerable time... his riding style was unbelievable in places!

The Powder Puff class was really something else! Carol Davis brought her Sachs down from up North and proceeded to wail on the local talent...after the start maybe the first four girls got around that off-camber but the rest...well...they weren't so lucky but most got going again with plenty of help offered...there was considerable course cutting and a lot of crashing but they all turned in real good rides especially Sharon Wilson, Jan Ditson and Carol Archer...Red Dot Patty Domay's Hodaka seized and so did Diane Connolly's when half-way through; she was holding down sixth...it was a rough course for gals, but they all came through smiling and some said they would have tried that downhill.

Diane Connaley hot shoes it around.

Gary Bailey (Penton) took a commanding lead in the 125-200 Amateur-Expert race with Gene Cannady (Sachs) behind him. On one lap Cannady really pulled up and as they started into the hill section after the mudhole and caught up with slower riders, Gene saw his opening and grabbed it and proceeded to pull away... Bob Vacca on a Bultaco took third with Larry Shoemaker (Yamaha) fourth...it was a hotly contested race and one that had considerable discussion afterwards!

(Results on page 20)



Larry Heinselman at full lock at Whiteman Speedway.

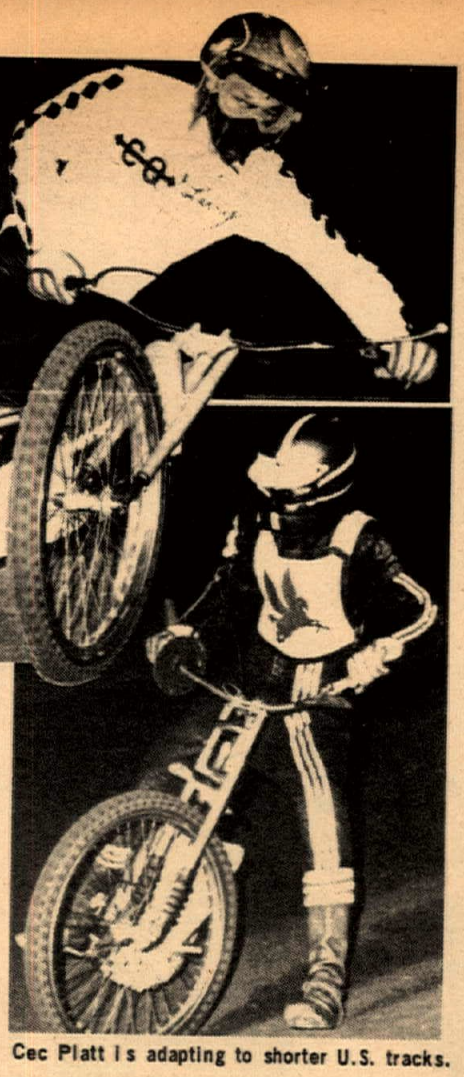
Bast Second To Woods In Trophy Dash, Comes Back To Cop 'A' Main At Whiteman

By Mike Capalite
Photos by Dan Mahony

PACOIMA, CAL., July 19, 1969- For the second week in a row, Rick Woods took the Trophy Dash in fine style only to come back in the main event to be beaten by one of the same riders he had beaten in the dash.

Steve and Rick had both topped their heats and semis along with the other two trophy dash competitiors, Sammy Tanner and Jack O'Brien. On the line it was evident that this was a battle royal coming up and as Bast had the inside on the start, he was first into the corner and took the lead coming out but Woods was right behind him and as they went into the second corner, Woods just left the throttle on and was able to power past Steve on the inside much to the surprise of both the crowd and Bast. It was then a chase with Bast trying to catch Woods and Tanner trying to catch Bast, but Steve and Rick were putting on such a battle that they soon pulled away from Sammy, but try as he could, Steve couldn't catch up to Woods and had to settle for a second.

The 'C' Main again showed that Cec Platt, the Austrailian divisional champ is adapting to the smaller American tracks as Jim Anderson jumped into the lead and held it for two laps, but Cec was working his way up all the time. As Anderson went wide on one corner, Platt moved under him to take the lead and held it.



Cec Platt is adapting to shorter U.S. tracks.

John Carter also tried to get under Jim, but he wasn't having anymore of that and he stuck with it to finish in second place.

Paul Conserrierre made the 'B' Main look like a cake walk as he took the Great Bear Enterprises ESO into the lead and held it there for the entire race. Of course he had a little incentive to turn it on, in the form of Mike Konle breathing down his neck all the way, but Mike couldn't find the steam to get around him and had to settle for second with Bruce Haserot taking the third spot. Sonny Nutter, last year's State Champion and third in the point standings was having engine problems and limped in for a fourth place.

As the A main lined up, the determination could be felt as the riders pulled to the line. Steve Bast was determinted to avenge his defeat in the trophy dash. It is normal to expect a certain amount of rivalty between the top two point men, but Woods and Bast seem to carry it a bit further. While they are the best of friends in the pits, on the track it is 'go for broke' as each one give it his all.

As the flag was dropped, they all went into the corner together and as they came out, it was Steve Bast, Sammy Tanner, Rick Woods, and Jack O'Brien. For some reason, Tanner was really leaning on his throttle and as they came into the second corner, the crowd really came unglued as the Flying Flea was able to pull right up next to Steve on the outside.

Speedway winner Steve Bast is out beamed by the Trophy Girl.

Coming out, Steve moved ahead a little, but not much and the grandstands really started hopping as Tanner again pulled up beside Bast and this time it seemed to worry Steve a little as he really stormed out of the corner and went into the next one quite a bit harder and Sam was not able to stay with him and then Steve slowly pulled away. Sam and Steve had been going at it so hard that Rick Woods back in third had not been able to move up on Tanner and try as he could, he just couldn't make up the difference and wound up with a third place with O'Brien taking fourth.

(Results on page 20)

MOTO-X BOOTS

17" High Lace & Buckle

$41.95 Size 6 – 12

MX Gloves- Black with rubber finger guards

$7.95

Size – S – M – L

California residents add 5% sales tax

Send for full line catalog of competition & road riding clothing & boots. Womens sizes in some boots.

Phone 707-644-9784

or write

PELICAN DIVE & CYCLE DIST. CO.
500 Broadway St.
Vallejo, Calif. 94590

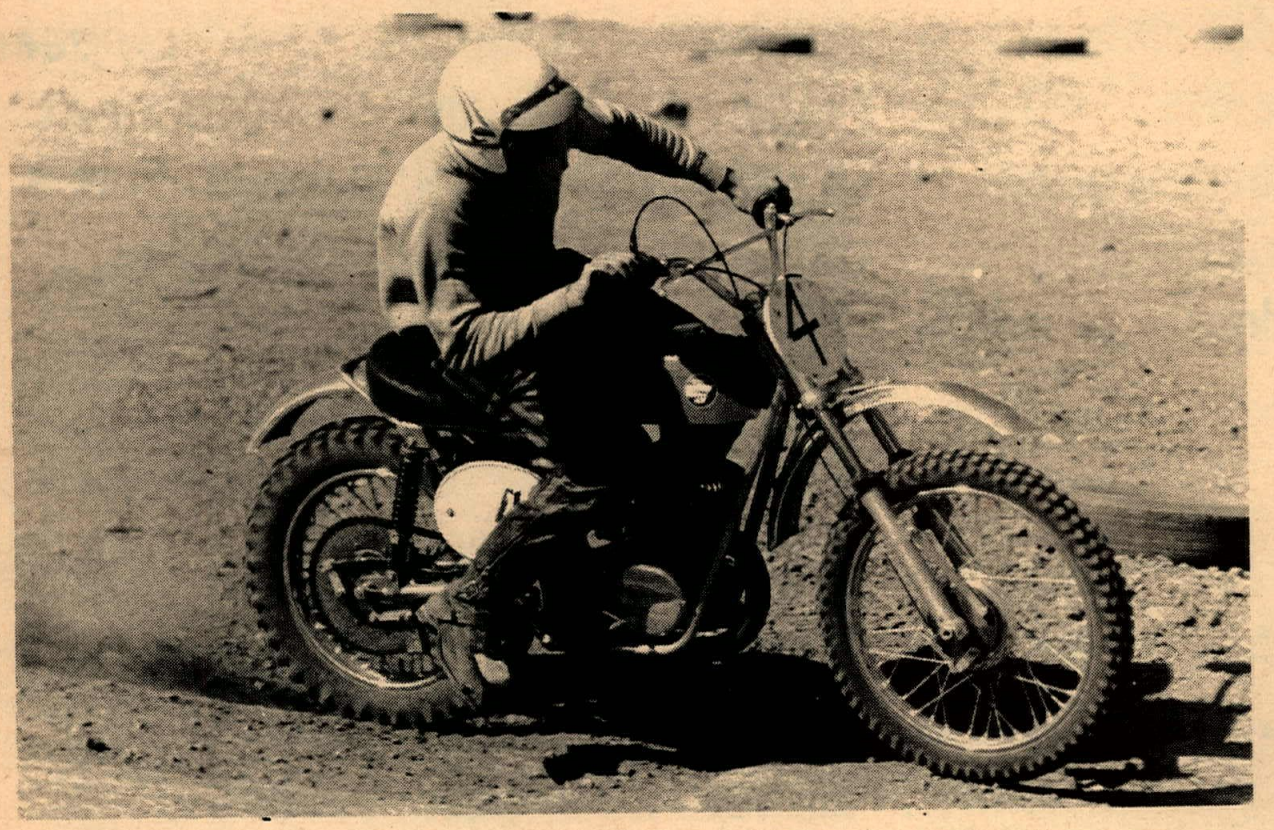
All orders shipped same day

Dealer Inquiries invited

cycle products WEST

Offering Professional engine and frame set ups for desert, motocross, T.T. road racing and street. Wide choice of competition and street accessories.
Alan Wurtzel
Steve J. Italiano
11900 W. Pico Blvd., W. Los Angeles, Calif. GRanite - 70997 (213 area code)

EAGLES WI



Dave Smith, the tall likeable Englishman From Birmingham won both legs of the International 500 Sunday July 13 on his high flying 405 Talon. Dave survived a second lap collision and a torn off right boot, Shifted Barefoot, and still won the second leg despite a very determined ride by Ron Nelson on his fast Maico

American Eagle Moto-C and American moto c Brisbane, California, in four place Sweep of t Eagles are proving to be

WHO WE BE

Alan Clough-Husky-Great

Stig Petterson-Husky-Sw

Frans Sigmans-Husky-Fra

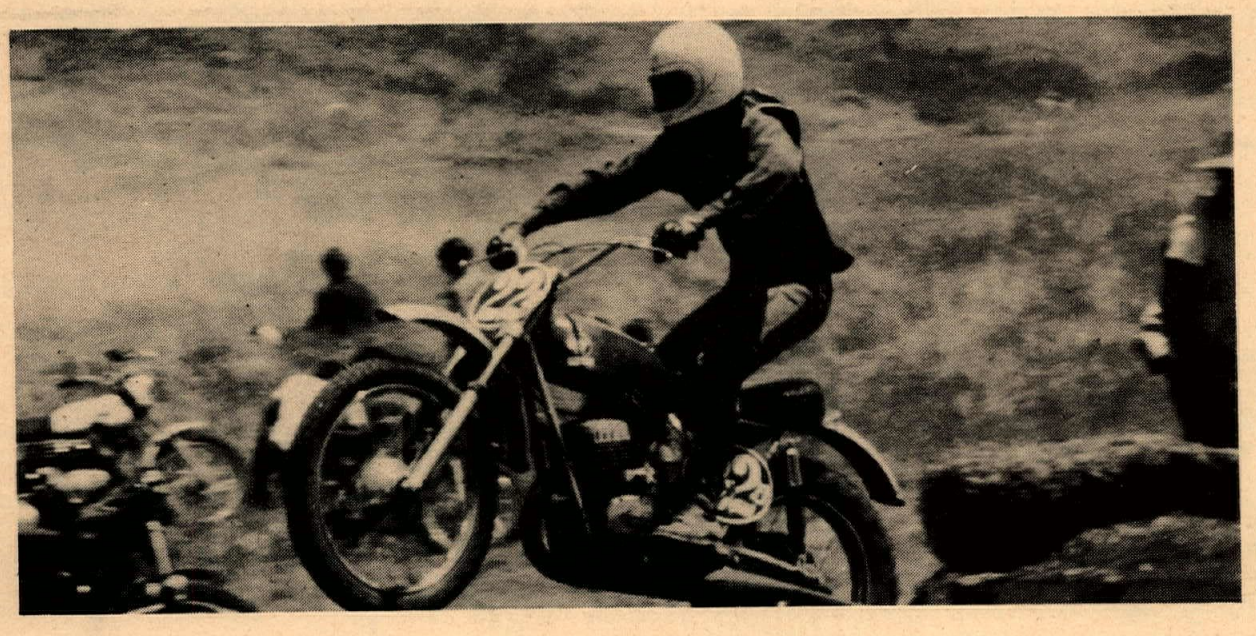
Gary Bailey-Greeves-USA

Tim Hart-Montesa-USA

Ron Nelson-Maico-USA

Bill Silverthorne-Husky-

Jim Wilson-Greeves-USA



Brad (The Brat) Lackey of San Raffel brought his 405 Talon home to a first and second in the 500 Jr. legs to win the 500 Jr. Moto Cross. He also won the first leg of the 250 Jr. on his 250 Geronimo and placed third in the final standings after a late start cost him the second leg.

FOR THE SERIO AMERICAN EAG RACE WITH AN EAGLE DEALER ONE NOW. OR W

N INT'L 500

oss bikes, on the market for only six weeks, beat some of the best European oss riders by winning both the 500 International and the 500 Junior at the last meet of the International Firecracker Series. From last June's 1st e Isle of Man Moto Cross to the Firecracker International Series, American real International contenders.

AT

Britain

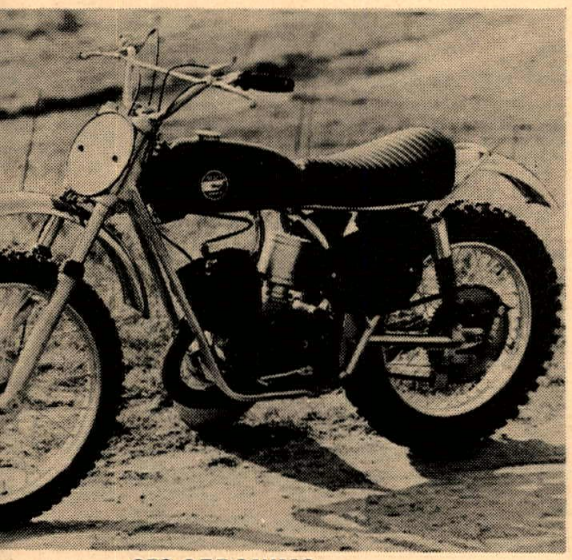
len

ce

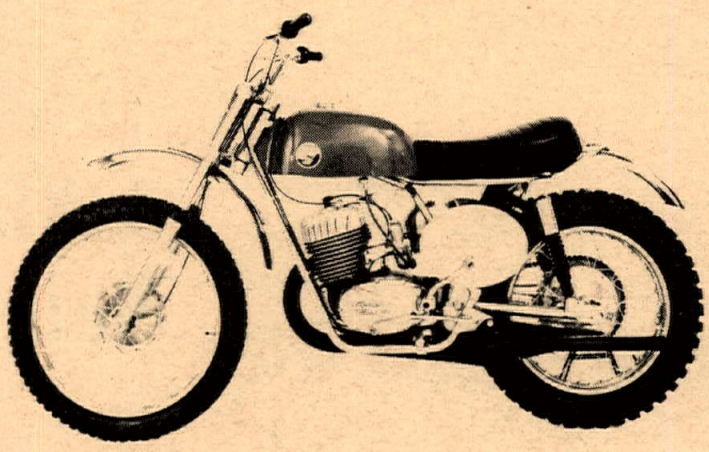
A

AMERICAN EAGLE- FIRECRACKER WINS

JULY 4th SADDLEBACK MEET
500 Intl: 7th Place-Dave Smith/405 American Eagle
250 Int'l: 6th Place-Lonny Peterson/250 American Eagle
JULY 6th DENVER MEET
500 Int'l: 3rd Place-Dave Smith/405 American Eagle
250 Int'l: 7th Place-Jeff Willet/250 American Eagle
JULY 13th BRISBANE MEET
500 Int'l: 1st Place-Dave Smith/405 American Eagle 500 Jr.: 1st Place-Brad Lackey/405 American Eagle 250 Int'l: 4th Place-Mike Runyard/250 American Eagle 250 Jr.: 3rd Place-Brad Lackey



250 GERONIMO



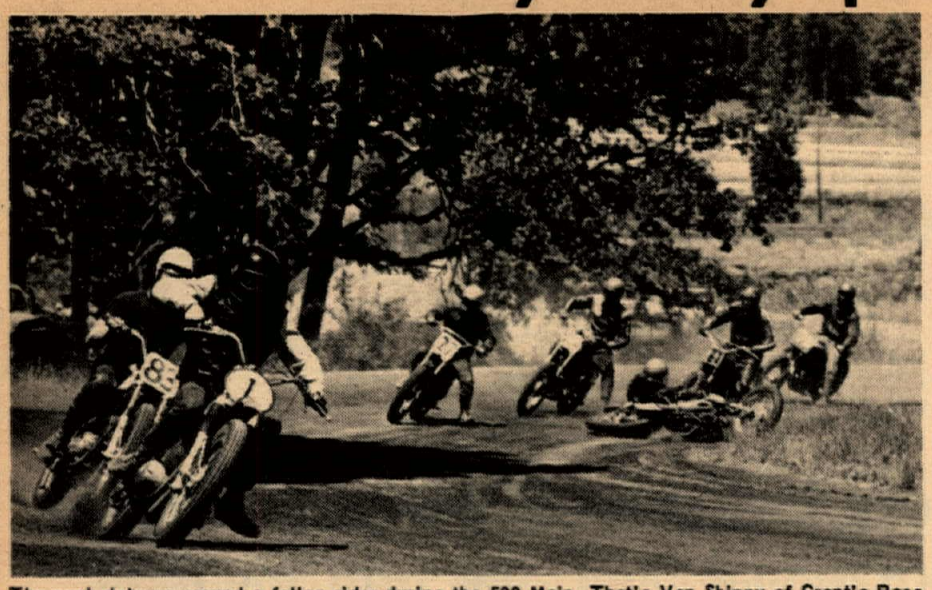
405 TALON

US MINDED COMPETITOR,
LES ARE NOWAVAILABLE TO
WIN. SEE YOUR AMERICAN
AND MAKE A DATE TO TRY
RITE US FOR PARTICULARS.

McCORMACK
International Motors Incorporated
P.O. Box 10910, Santa Ana, California 92117
17422 Pullman, Irvine, California
(714) 540-9944

American Eagle
PRODUCTS

Sunny Valley Speedway Benefit Race



The pack detours around a fallen rider during the 500 Main. That's Van Shippy of Grant's Pass followed by Fritze Espy, Mike Lawless, and Bob Vaughn. Van held the lead all the way to the flag.

Under the crisp blue Oregon sky the riders line up before the start of the benefit race for the Josephine County Sheriff Patrol Search and Rescue Unit at Sunny Valley Speedway.

By Virginia Copeland

GRANTS PASS, ORE., July 13, 1969 – The Benefit Motorcycle Race for The Josephine County Sheriff Patrol Search and Rescue Unit, sponsored by Sunny Valley Speedway was a roaring success as 72 riders turned out to put on one of the best flat track shows of the season. The boys in the search and rescue unit had got out and really worked to get all the prizes donated for the riders instead of trophies and door prizes for the spectators. Everything that was left over after the races was auctioned off to the highest bidder. Tickets were sold in advance as well as at the gate and at 1:00 p.m. approximately 850 spectators watched as the races got under way.

Don Thumler of Central Point was the big winner of the day as he walked off with three first places. He took the 100 trophy dash and "A" main and the 200 "A" main. Dale Hall Jr. of Grants Pass got the honor of taking first place in the 200 trophy dash. Peter Simonsen of Grants Pass was also a double winner when he took the kids trophy dash and "A" main. The 250 class saw Wes Word jump to the lead only to take a rough spill on the second lap that put him out of the race. John Soy of Yreka took over the lead for four laps then Steve Nason of Medford got around him and went on to win. When the checkered flag dropped the crowd was more interested in what was happening back in the pack as they watched Tim Tepper of Shady Cove come from fifth place to take third on the last lap right behind John.

The 500 class saw Van Shippy of Grants Pass come off the line in first place and hold it all the way to the finish flag. Fritz Espy of Grants Pass was pushing hard but went down on the last lap leaving Mike Lawless of Grants Pass in second. Fritz didn't lose out altogether though because he had already taken the trophy dash. The open class was the grand finale of the day and what a finish it was. In both the trophy dash and "A" main the first three places were held by riders from three different States. W.A. Manley of Longview, Wash., Harvey Crews of Salyer, Calif., and Bob Vaughn of Grants Pass, Ore. were all three right up there trying for the first places. After swapping places several times W.A. Manley took the trophy dash by about a half a bike length. In the "A" main W.A. Manley again jumped to the lead but Harvey was never more than a bike length behind him and most of the time right beside him, with Bob right up there waiting to make his bid. As they came around for the checkered flag the crowd jumped to their feet with a roar as they cheered their favorite rider on. When the flag dropped Harvey was out in front by a hair followed by W.A. Manley and Bob.

With the races over and the money counted the first annual benefit race for the Josephine County Sheriff Patrol Search and Rescue Unit was truly a big success, with $1317.00 taken in. We know the money will be put to good use. Track managers of Sunny Valley Speedway wish to take this opportunity to thank all the riders, Rogue Valley and Illinois Valley merchants and all the other people who helped to make this benefit race possible and a success.

(Results on page 20)

WHERE SHALL WE RIDE TO ? — Cabrillo Monument

By Bill Harmer

Looking for a place to go on that two wheeled beauty of yours? Why not take a relaxing ride down the coast to the place where California began? We mean where it really was first discovered by a civilized man some 427 years ago.

Ride down Interstate 5 until you see the turnoff to the San Diego International Airport. Go to the Airport on Harbor Drive, but continue beyond it until you reach Rosecrans Blvd. Make a left (South) turn until you come to Canon Street. By then you will see the State 209 Highway signs which you follow past the Navy Electronic Lab and the Rosecrans National Cemetary to the Cabrillo National Monument. With the exception of some little park in Utah, the Cabrillo National Monument has more visitors than any other. Almost a million and one quarter persons visited it in 1968, and there is a 20% increase in attendance so far this year.

Operated by the Department of Interior, the Cabrillo National Monument is staffed by courteous employees of the National Park Service who try to make your visit pleasant and informative.

The first thing that meets the visitor's eye is the old Spanish Lighthouse which is misnomer because the lighthouse was built on the tip of Point Loma in 1854 by the United States Government. It was one of eight lights authorized for the West Coast. For nearly 40 years it served as a beacon for passing ships 462 feet below. In 1891, because the famous California coastal fogs obscured the light at its great height, the old building was abandoned and a more visible one was built at sea level. It is still in use and is manned by the Coast Guard.

Recently constructed, in time for San Diego's 200th Anniversary, the new Visitor's Center is open. In it is housed a museum and information desk. There is also a public auditorium where free films pertaining to the history of the monument are shown every hour on the hour. A complete listing of their titles and showing times is posted on a board in the foyer of the auditorium. We caught the 11 a.m. show which was the story of Juan Rodriquez Cabrillo and how he left the Port of Navidad on the west coast of Mexico on June 27, 1542. Three months later, after frequent stops to avoid bad weather (his ships were small – the San Salvadore was less than 100 feet long and the Victoria was smaller and had no deck), the expedition approached what is now San Diego Bay which he then named San Miguel.

From December through February visitors crowd the stone wall over looking the Pacific watching the migration of the California Gray whale. These docile giants were once almost extinct because of extensive whaling operations. Since the establishment of the International Whaling Commission, the giant mammal has made a comeback and hundreds of the 35 to 50 foot whales may be observed spouting offshore as they migrate to and from the quiet lagoons of Baja California where they mate and their calves are born. The Cabrillo National Monument is an ideal spot for watching and studying the huge animals.

Seen behind the statue of Cabrillo is the "Spanish Lighthouse" that is an attraction at Cabrillo National Monument.

We took pictures of the lighthouse and some more of the Statue of Juan Rodriquez Cabrillo that the Portugese Government presented to the park. With a satisfied feeling about learning so much history in so short a time we cranked up our bike and headed away from the point. As we swung out of the parking area, the sun broke through the haze upon the scene directly in front of us: thousands upon thousands of uniform headstones marking the last resting place of our war dead in the Rosecrans National Cemetary. Ordinarily, I am not a person to dwell on the macabre, but I have several buddies lying there so I stopped at the edge and cleaned my glasses as I paid a few moments silent tribute to these gallant men who gave their lives to protect our freedom.

CAUTION
ADULTS AT PLAY

PENTON 125cc SWEEPS THE INTERNATIONAL MOTOCROSS SERIES

Saddleback International
125cc Class
1st Lars Larsson – Penton

Denver International
125cc Class
1st Tom Penton – Penton

San Francisco International
125cc Class
1st Lars Larsson – Penton

Distributed by the specialists in motocross

Torsten Hallman Racing
5345 Timken St., La Mesa, Cal. 92041
(714) 460-1402
Exclusive Dealerships Available

See your Local dealer for a free test ride NOW!

ALSO DISTRIBUTORIES FOR:
Torsten Hallman Leathers – Gloves * Trelleborg Tires * and * Many other Motocross Accessories

Scramblin' Around

By Maureen Lee

We've had another letter from Russ and Cheri Darnell and would like to pass along some of the comments out of it for those riders thinking of making a trip across the pond to race. Russ is justifiably concerned about some of the adverse publicity recently about Americans going to Europe and having troubles and he doesn't feel it's encouraging international competition between our country and the Continent by discouraging our riders about conditions. They are not that bad, IF you prepare yourself properly.

He states that yes, it is difficult, especially getting started and learning to cope with everything over there but it's well worth it. As guide lines he advises don't go to Europe with out having the full facts before leaving and have everything organized before you leave as to your bikes and transportation. Take adequate funds to live on until you get yourself established, and most important be prepared to face and fight the problems of just every day living, plus new problems from living in strange countries, PLUS the problems you'll have with racing. Russ thanks Kelvin Franks and Stu Peters for the information they packed into him before he left, and when he comes back himself he offers any help he can to others who are going to make the trip. Cheri is also going to put together some pointers for wives who will be accompanying their husbands. After all, Europe isn't Outer Mongolia but it sure as heck isn't Kansas, and can be a bit lonely should you arrive in a blinding rain storm in a country where you can't even read the language! (But many there speak ours.)

Discussion still continues about bikes jumping class at scrambles and at the July Sports Committee, President Ron Sloan asked clubs to try harder on stopping this. We all know that you go to a scrambles to ride, right? So what harm does it do if you jump a class? This is one argument for jumping, and riders glow with pride when on their lightweight they wallop the heavyweights. We'll point out another argument. This one against it. We all know the heavies are suffering at scrambles, so on one mythical day we'll say eight 500 Amateurs sign in. Eight riders will give them three motos and plenty of riding. But as sign-in continues there are some 250's getting in there and suddenly, instead of motos you're riding heats. Maybe you don't make the main and therefore don't get points for the day. If those class jumpers weren't in your class you'd have ridden motos and received your points. Not only that, it dragged the day out more. Instead of the three races, that class ended with two heats, plus a semi and then the main, adding just that much more time to drag out the day.

No one likes to rat on the guy sitting next to him on the line, and some riders take a "ho hum" attitude, "so what, let him ride." But, should they be done out of some points by that chap, boy does the attitude change in a hurry! "If that so-and-so hadn't been in there, I'd have got third place!"

It's obvious that this is going to be a bit of storm in a teacup for quite a while and I truly don't know if it can ever be completely controlled but some of the Competition Committee have got some good ideas to stop it. Club referees would watch the line more carefully and when a rider who is pulling a naughty is observed, when the results come out his name will be listed as disqualified and the steward keeping the points in that riding division will automatically deduct a percentage of his points. This same thing could be done for any rule infraction and would save a lot of hassles at the track, with the rider, as usual, being given the chance to speak for himself before the Competition Committee. There are still suggestions being discussed and most of the Comp. Comm know that under certain circumstances rules can be bent a little bit but if everyone did anything they wanted we'd have chaos!

As for bending rules a bit, the Competition Committee voted to allow riders to ride two classes in the same division i.e. 50cc and a 100cc or a 175 and a 250 etc. and the District will petition this be changed in the national rule book when the Competition Congress meets.

By Bill Harmer

TIJUANA, MEXICO, July 13, 1969 – Jim Casey, riding three bikes in as many classes captured three first place trophies here today. Starting off in the 100cc class Jim easily outpointed Kawasaki mounted Dennis Lymons and Hodaka jockey Al Wright who took second and third. Then competing in the 125cc series of motos he turned back Al Wright and Kawasaki rider Rick Chapman whose efforts were not quite enough.

Remaining at the starting line he stepped off of his little machine and exchanged it for a bigger Kawasaki and proceeded to defeat all comers in the 200cc class. Riding a Kawasaki, Rick Chapman beat out Eric Hereth, who was riding a Honda, for second spot.

Because the entry list was small, everything over 250's was grouped into one class and Matchless master Rich Ribley easily dominated the class to win first place and Bultaco pilot Ron Bennet looked impressive while capturing second. A young open Novice rider, Steve Sharp finished third on a Matchless. Young Steve is showing marked improvement of late and really sparkled as he captured first in the last moto.

The 1/4 mile beautifully banked TT course is perhaps the finest track in the Southwest and our Mexican neighbors had it manicured to perfection. A large crowd of local townspeople filled the stands and cheered enthusiastically although racing secretary, Earl Roloff, had to create a racing card with only 15 entries. The track is easily accessible, the trophies are large and plentiful and the races are finished long before the horse races and bull fights so it is a simple matter to return to the States with no waiting at the border.

In this writer's opinion a lot of young riders could be gaining valuable racing experience with a better chance of picking up a trophy than they would ever have in a District 37 or 38 sanctioned race where the riders are riding hell bent after those coveted points. So load your bike in the back of your pick up and come on down to T-Town for the TT time of your life.

(Results on page 20)

MOVING???...

PLEASE CHECK ONE:

- ☐ Second Class Subscription
- ☐ First Class Subscription
- ☐ Air Mail Subscription

Second class mail is NOT forwardable. Send us your new address as soon as possible, so you won't miss an issue.

NAME: _____

NEW ADDRESS: _____

CITY: _____

STATE: _____ ZIP: ____

Attach here old address label from CYCLE NEWS

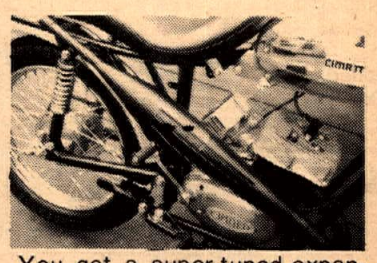
Allow two weeks for address change.

SPECTATOR LIABILITY AND PARTICIPANT INSURANCE FOR TRACK OWNERS, PROMOTERS AND CLUBS – BUSINESS PACKAGES – MOTORCYCLE & AUTOMOBILE – LIFE & ACCIDENT.
S. HARRIS PINSKY OF MICHAEL BENDER & ASSOCIATES, INC.
5225 WILSHIRE BOULEVARD, Suite 717
L.A., Calif. 90036 (213) 937-2011
BROKER INQUIRIES INVITED.

Simichrome
Shines Suddenly
Simichrome is a honey
Cleans quick as a bunny
COMPETITION CHEMICALS Tube 85¢ Can $2.95
704 Washington Ave.,
Iowa Falls, Iowa

USED PARTS ALL MAKES
40% TO 60% OFF
* YAMAHA DEALER *
SCRAMBLER MOTORCYCLES
1801 W. Burbank Blvd. Burbank, Calif.
849-5907 or 845-8738 Ex. #7

CIMATTI

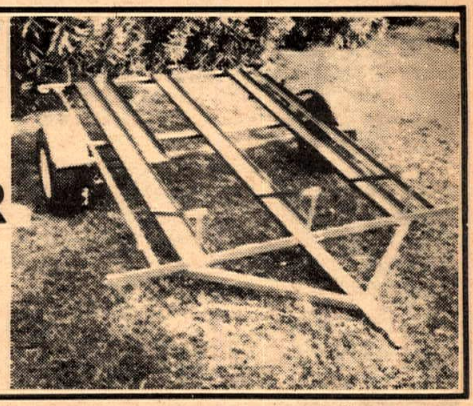


You get a super tuned expansion chamber on your race ready 100XR.

ACCURATE ACCESSORIES INC.
4347 IMPERIAL HWY., LYNWOOD, CALIF. 90263

GENE H. MYERS
Authorized YAMAHA Dealer
NEW & USED SALES
Parts – Service & Repair
4459 Redondo Beach Blvd. Lawndale, Calif.
(213) 542-4047

Add more FUN and SAFETY to your cycling
Let an AROS CYCLETRAILER
pull your bikes out of the cities
For information and brochure write or call AROS Welding & Manufacturing, 379 No. Johnson Ave., El Cajon, Calif. 92020.
CALL 714 442-4600



Bultaco
We specialize in only Bultaco
Mitco Bultaco
7241 W. Orangethorpe, Buena Park
(714) 522-6109

KAWASAKI SPEED KITS
120cc & 175cc write or call $46 .00 up
DRACO'S MOTORCYCLES
1629 So. Standard Ave.
Santa Ana, Cal. 92707 (714) 543-9688

BELL® HELMETS
Winners go with Bell . . . like
Gary Nixon
Grand National
Champion
1967 & 1968

92 PAGES - 1969 CATALOG

The all new 1969 Webco catalog is the most comprehensive in the motorcycle accessories industry. 92 pages, hundreds of illustrations, of the most wanted motorcycle accessories and high performance components. Also includes information of interest to all motorcycle enthusiasts.
Price $1.00 . . . includes Webco racing flag decal.
WEBCO INC.
218 MAIN STREET ■ VENICE, CALIFORNIA 90291

CULVER CITY CYCLE
839—9000
BULTACO
Specialist for Dirt or Street
10248 Culver Blvd., Culver City

33 – 33 – 33 – 33 – 33 – 33 – 33 – 33 – 33
Maico
Bob Bailey's Service Center
Special tuning for Sachs & Penton
17124 S. Western Ave. #6
Gardena, Cal. 90247 (213) 327-8538
33 – 33 – 33 – 33 – 33 – 33 – 33 – 33 – 33

TIJUANA TT
Tijuana, Mexico
July 13, 1969
By Bill Harmer

100cc	
Jim Casey	Kaw
Dennis Lymons	Kaw
Al Wright	Hod
125cc	
Jim Casey	Kaw
Al Wright	Hod
Rick Chapman	Kaw
200cc	
Jim Casey	Kaw
Rick Chapman	Kaw
Eric Hereth	Hon
250cc AND UP	
Rich Ribley	Mat
Ron Bennet	Bul
Steve Sharp	Mat

LOMPOC SLO-POKES MOTOCROSS
Santa Maria, Cal.
July 20, 1969
By Dave Smead

100 JUNIOR	
Robert Fortier	Hod
John Mason	Hod
Tim Aguilar	Hon
Larry Greer	Hod
125 JUNIOR	
Greg Johnson	Sac
Kermit Krofler	Yam
Dean York	Yam
Michael McQuin	Sac
Maurice Urquidi	Yam
Randy Piepkarn	Yam
250 JUNIOR	
Mike Spier	Kaw
Al Davis	Suz
Doug Grant	Bul
Carl Nelson	C-Z
500 JUNIOR	
John Hessick	Mai
Chas. LaPointe	Mai
Harvey Wynne	Mai
Ron Clawson	Hus
100 SENIOR	
Scott Irving	Zun
Carl Bergman	Sac
Cliff Dauer	Sac
Pete Smith	Hod
125 SENIOR	
Mike Runyard	Sac
David Worth	Yam
Mike David	Sac
L. De La Rosa	-
Carmon Minder	Sac
250 SENIOR	
Mike Runyard	Eag
Dennis Keefe	Hus
C. Strohmenger	Kaw
Clark Bachman	Bul
Ken Beach	Hus
500 SENIOR	
Ron Nelson	Mai
Bill Oliver	Mai
Cal Bottum	Mai
Dennis Keefe	Hus
Darryl Deinhaid	Hus

SIMI VALLEY GRAND PRIX
Sat., July 19, 1969
UNOFFICIAL!
By Maureen Lee

100cc MAIN	
Bob Fortier	Hod
Rick Durand	Hod
Ted Holt	M-B
Phil Hendricks	Hod
250cc NOV. MAIN	
Bill Spann	Mon
Terry Nichols	Mai
Bruce Baron	C-Z
Dave Rodgers	Bul
125cc AM./EXPERT	
Gene Cannady	Sac
Gary Bailey	Pen
Bob Vacca	Bul
Larry Shoemaker	Yam
POWDER PUFF	
Carol Davis	Sac
Sharon Wilson	Hod
Jan Ditson	Hod
Carol Archer	Hon
100cc AM./EX. MAIN	
Mark Rader	Hod
Jeff Wright	Hod
Steve Nichols	Yam
Troy McKee	Hod
Mike Rendich	Bul
125 NOV. MAIN	
Dave Rodgers	
Glen Bolenbaugh	
Bob Fortier	

ELSINORE
Elsinore, Cal.
July 19, 1969
By Ray Cooper

MINI	
J. Ward	Hon
E. Newcomb	Rup
P.P.	
D. Jarman	Tri
M. Whitten	Hod
J. Hardin	Yam
NOVICE	
G. Price	Yam
S. Baker	Kaw
B. Marckstadt	-
100 NOV.-1st MAIN	
J. Sperry	Yam
G. Bennett	Hod
C. Grizzle	Yam
M. Green	Bul
100 NOV.-2nd MAIN	
D. Remp	Yam
D. Harrison	Bul
J. Davies	Sac
G. Lane	Bul
125 NOV. MAIN	
C. Grizzle	Yam
D. Gualdo	Yam
R. Bailey	Yam
200 NOV. MAIN	
E.J. Steffen	Yam
G. Acker	Hon
250 NOV.	
M. Hannon	Bul
B. Patten	Bul
D. Finley	Bul
C. Heiland	Yam
350 NOV. MAIN	
B. Mayer	Hon
W. LaCounte	Hon
R. Gino	Duc
500 NOV. MAIN	
E. Mitchell	BSA
M. Porter	Mai
D. Dailey	Mai
OPEN NOV. MAIN	
M. Porter	Mai
C. Dimond	C-Z
100 EXPERT	
S. Swadge	Suz
125 EXPERT	
R. Taylor	Yam
K. Tennis	Yam
250 EXPERT	
R. Vanderpool	Bul
V. Hannon	Bul
500 OPEN EXPERT	
R. Marquis	Hon
T. La Fortune	Tri
SPEC. EXPERT	
R. Vanderpool	Bul
R. Marquis	Hon
V. Hannon	Kaw
SWEEPSTAKES	
R. Vanderpool	Bul

DEADMAN'S POINT
Apple Valley, Cal.
July 6, 1969

OPEN CLASS	
Neil Fergus	Bul
Bill Walters	Hus
Carl Spahr	Vin
Jim Rowe	Yam
Bryan Breker	Yam
250 CLASS	
Tom Poteet	Bul
Gary Griffin	Bul
Rick Stumph	Yam
Bill Walters	Hus
Larry Sebastian	Hus
Bill Dreterle	Bul
Bill Turner	Bul
John Smith	Yam
Bruce Belden	Yam
Carl Steven(125)	Mai
Bill Dean	Bul
TRAIL BIKES	
Don Eide	Hod
F. Wilsford Sr.	Hod
Joe Ambrose	Suz
Jim Crowell	Hod
Richard Dorr	Hod
Larry Sproles	Hod
Brad Bridges	Hod
Dale Conner	Sac
E.C. Birt	Zun
Mike Sandoval	Hod
Noel Barber	Hod
Gene Weller	Sac
R. Malmstrom	Hon
Ken Shaw	Hod
Paul Ziegler	Yam
Don Bell	Bul
David Preszler	Kaw
Robert Fols	Hod
Jim Withers	Hod

SACTO FLAT TRACK
Saturday, July 12, 1969
Sacramento, Cal.
By S. Rooney

100cc NOVICE	
Robie Robison	Suz
Rollen Eskew	Yam
Paul Carter	Suz
Jim Vaughn	Suz
125cc NOVICE	
Greg Johnson	Yam
Ron Tobey	Suz
Steve Bullard	Hon
125cc AMATEUR	
Del Silva	M-B
Rick Smith	Bul
Bill Krantz	Yam
Ron Smith	Kaw
200cc NOVICE	
Mike O'Brien	Hon
Steve Lazzarini	Suz
Jack Sunderland	Oss
Bob Leamer	Hon
200cc AM/EX.	
John Dotson	Bul
Fred McFarland	Suz
Don Brumbelow	Suz
Steve Norberg	Yam
250 NOVICE	
Bill Calicura	Gre
Wayne Davis	Kaw
Marino L. Curto	Bul
Sam White	Hon
250 AMATEUR	
M. Richardson	Kaw
Paul Minor Jr.	Bul
Ron Matteri	Bul
Jack Driggs	Kaw
250 EXPERT	
Ron Davies	Hon
Gene Connant	Bul
Joe Henry	Oss
Milan Vickers	Kaw
MINI BIKES (Uner 15-1/2)	
Pip Smeeden	Rup
Larry Ostarello	Hon
Greg Ferguson	Hon
Eric Fried	Hon
Jim Blackmon	Hon
Jerry Silva	Rom
(Over 15-1/2)	
Del Silva	Rom
Bill Byrd	Hon
Tim Culver	Hon
MINI TROPHY GIRL	
Tammy Waite	
TROPHY GIRLS	
Susan Fallows	
Jan Tunnell	

OREGON SIDEWINDERS
4th ANNUAL 25 LAP TT CHAMPIONSHIP
Portland, Ore.
July 20, 1969
By Jay Lacey

NOV. TROPHY DASH	
Bill Uhl	Bul
NOV. MAIN EVENT	
Gary Fisher	Bul
Allen Kenyon	Bul
Bill Uhl	Bul
Ed Herrmann	Bul
AM. TROPHY DASH	
Bill Manley	H-D
AM. MAIN	
Jack Mott	BSA
Bill Manley	H-D
Thad Lawrence	Kaw
EX. TROPHY DASH	
Mark Williams	Tri
EX. MAIN	
Mark Williams	Tri
Gary Davis	Tri
Dusty Coppage	Tri
Bruce Anderson	Tri

UNOFFICIAL RESULTS
CMC TEAM MOTOCROSS
Carlsbad Raceway
July 20, 1969

125cc 2 hrs. 34 teams	
1. L. Larsson & R. Benites	Pen
2. B. Silverthorne & D. Lechin	Pen
3. C. Nilson & D. Torbett	Pen
4. S. Goldberg & Bob Silverthorne	Pen
5. B. Vacca & D. Rogers	Bul
250/500 3 hrs. 54 teams	
1. D. Smith & B. Lackey	Eag
2. R. Jordon & C. Cotton	Eag
3. W. Axthelm & D. Benson	C-Z
4. R. Berdyck & G. Harris	C-Z
5. V. Hannan & W. Clarke	M;ai
6. B. Bailey & W. Gordon	Gre

EASTSIDE M.C. HILLCLIMB
Hall's Ranch, Cal.
July 13, 1969
By Margie Oxford

TOP TIME: 5:39	
Albert Ponti	Tri
200 NOVICE	
Larry Silva	Bul
Keith Roessler	Bul
Joe Ponti	Bul
Robert Silva	Bul
250 NOVICE	
Clay Catlett	Duc
Doug Little	Bul
James True	Kaw
Gary Dillard	Yam
250 AMATEUR	
Manuel Ponti	Bul
Dick Oxford	Hon
250 EXPERT	
Albert Ponti	Bul
350 NOVICE	
Roger Voyles	Hon
Clay Catlett	Hon
Harvey Barone	Hon
500 NOVICE	
Les Owen	Hon
James Ritrue	Bul
Bob Cansberger	Tri
650 NOVICE	
Tom Burnett	Tri
Bob Nickolson	BSA
Jim Thompson	Tri
650 AMATEUR	
John Prebble	BSA
Dick Oxford	H-D
Steve Brooks	Nor
650 EXPERT	
Albert Ponti	Tri
John Lamano	Tri

TROJAN RACEWAY
South Gate, Calif.
July 17, 1969
By Rene Armenta and Mary Armenta

125 TT MAIN	
Paul Wilde	Yam
Greg Cunningham	Yam
Robert Bell	Yam
Randy Aucillar	Yam
Bob Watson	Yam
100 TT MAIN	
Paul Wilde	Yam
Doug Field	Cim
Ron Williams	Hod
Bob Byers	Yam
Larry Shaw	Hod
250cc TT	
J. Raymond	Mon
Danny Hockie	Oss
Marion Gregsons	Yam
Dennis Ralph	Bul
Ron Ringen	Kaw
FLAT TRACK	
100 & 125cc	
Bob Hardison	Yam
Stan Wright	Hod
Larry Shaw	Hod
Steve Hyder	Hod
Steve Johnson	Yam
250cc	
Jim Raymond	Mon
Marion Gregson	Yam
Tom Vardeman	Bul
Randy Ellis	Bul
Mike Hannon	Bul

DEADMAN'S POINT MOTOCROSS
Apple Valley, Cal.
July 20, 1969

100cc DIV. I	
Frank Wilsford Jr	Hod
W.D. Steagall	Sac
Mike Lavey	Hod
100cc DIV. II	
Don Watkins Jr.	Sac
Randy Waldon	Sac
Gary Little	Hod
125 DIV. I	
Dave Coulter	Yam
Dirk Wambold	Yam
Bob Krammer	Yam
Larry Watkins	Sac
125 DIV. II	
Bryan Holcomb	Pen
John Carmello	Yam
Geral Yarbrough	Bul
Jim Robertson	Pen
250 DIV. I	
Robert Paxton	Yam
Ron Matheny	Yam
John Wiley	Yam
B. Bleychburg	Yam
250 DIV. II	
Jay Ferris	Yam
Steve Hammer	C-Z
George Luther	Yam
Doug Patterson	Bul
OPEN DIV. I	
Ron Dugan	Hus
George Spellman	Oss
OPEN DIV. II	
Lon Peterson	Eag
Bill Harris	Hus

ELSINORE SAT. NIGHT TT
Elsinore, Cal.
July 12, 1969
By Ray Cooper

MINI	
E. Newcomb	Rup
L. Moorewood	Pow
POWDER PUFF	
D. Jarman	Tri
K. Porter	Hod
100 NOV.-1st MAIN	
J. Hofford	-
A. Armstrong	Suz
G. Gerald	Kaw
100 NOV.-2nd MAIN	
E. Barnes	Yam
D. Daigh	Suz
D. Perrault	Suz
125 NOVICE	
C. Grizzle	Yam
R. MacEwen	Yam
D. Cochran	Sac
200 NOVICE	
E.J. Steffen	Yam
G. Acker	Hon
A. Harmon	Hon
250 NOVICE	
M. Hannon	Bul
L. Gino	Kaw
S. Jones	-
350-500cc	
M. Porter	Mai
R. Carlson	Tri
W. LaCaunte	Hon
OPEN NOVICE	
R. Calson	Tri
D. Duncan	Tri
A. Hernandez	Tri
100 EXPERT	
T. McKee	Hod
S. Swadge	Suz
V. Hannon	Hod
125 EXPERT	
K. Tennis	Yam
L. Bird	Yam
T. Gilbert	Bul
250 EXPERT	
V. Hannon	Kaw
R. Vanderpool	Bul
B. Bartels	Bul
500 OPEN EXPERT	
F. Carley	Tri
M. Chamberlain	Tri
D. Luna	BSA
SPEC. EXPERT	
V. Hannon	Kaw
D. Luna	BSA
R. Vanderpool	Bul

GREAT MOON RACE
July 20, 1969

Armstrong	U.S. Eag.
Aldrin	U.S. Eag.
Russia	DNF

LUCKY SPOKES SCRAMBLES
Brush Prairie, Wash.
July 13, 1969
By N. Williams

BEGINNERS 100cc	
Jim Perry	Toh
Dave Boren	Toh
Dan Perry	Toh
100cc TROPHY DASH	
Gary Kapus	Kaw
A MAIN	
Gary Kapus	Kaw
Billy Lewis	Hod
Charlie Kestin	Suz
B MAIN	
Mike Manning	Bul
Mike Lust	Kaw
200cc TROPHY DASH	
Gary Kapus	Kaw
A MAIN	
Mike Hannula	Yam
Mike Ellis	Yam
Keith Forrseth	Kaw
B MAIN	
Dave Ditter	Yam
Gary Milne	Hon
250cc TROPHY DASH	
Bob Lindauer	Yam
A MAIN	
Mike Ellis	Yam
Gary Kapus	Kaw
Bob Lindauer	Yam
250cc	
B MAIN	
Larry Long	Bul
Noel Wade	Kaw
C MAIN	
Lin Hannula	Yam
500cc MOTOCROSS	
Joel McNelly	Bul
Mike English	Mai
Bob Lindauer	BSA
OPEN CLASS	
A MAIN	
Vern Perry	Tri
Bob Lindauer	BSA
Henry Schram	Tri
B MAIN	
Bob Burnstein	Tri
Jim Ding	Tri

SHERIFF'S BENEFIT
Sunny Valley Spdway.
Grants Pass, Ore.
July 13, 1969
By V. Copeland

100 CLASS T.D.	
Don Thumler	M-B
"A" MAIN	
Don Thumler	M-B
Rick Ziegler	Yam
Gene Schneider	Hon
"B" MAIN	
Carson McNees	Yam
Rusty Ross	Hod
Mike Shoemaker	Hon
200 CLASS T.D.	
Dale Hall Jr.	Bul
"A" MAIN	
Don Thumler	Yam
Don Ganoung	Yam
Ken Bergen	Tri
KIDS CLASS T.D.	
Peter Simonsen	M-B
"A" MAIN	
Peter Simonsen	M-B
Rick Word	Suz
Dave Hall	Hod
250 CLASS T.D.	
Steve Nason	Kaw
"A" MAIN	
Steve Nason	Kaw
John Soy	Bul
Tim Tepper	C-Z
"B" MAIN	
Mike Branam	Yam
Terry Oyler	Kaw
Marv. Joiner	Kaw
500 CLASS T.D.	
Fritz Espy	Bul
"A" MAIN	
Van Shippy	Mac
Mike Lawless	Bul
Dick Stephen	Tri
OPEN CLASS T.D.	
W.A. Manley	H-D
"A" MAIN	
Harvey Crews	Tri
W.A. Manley	H-D
Bob Vaughn	Tri

SIMI VALLEY M.C. GRAND PRIX
Bay Mare Ranch, Cal.
July 19, 20, 1969
By Dick Wright

250 AM.	
Larry Shoemaker	Bul
250 EX.	
Jim Wilson	Gre
Gary Bailey	Gre
Al Baker	Yam
350 NOV/AM/EX.	
Gary Bailey	Gre
Larry Shoemaker	Bul
John Rice	Hon
Rick Shirey	Bul
500 NOV.	
Roger Flaming	Mai
Bob Steffin	Mai
500 AM.	
Jessey Goldberg	-
Dick Miller	Hus
500 EX.	
John Maynard	C-Z
Bob Maynard	C-Z
OPEN NOV/AM/EX.	
Ron Jones	Tri
Ron Rondell	Met
SIDE HACKS	
Ralph Whitney/ George Whitney	BSA
Darrell Meter/ Ken Meter	Gre
SWEEPSTAKES	
Gary Bailey	Gre
Jim Wilson	Gre

SIDEWINDERS FOUR STAR
Clackamas, Ore.
July 17, 1969
By N. Williams

NOVICE EVENT	
TROPHY DASH	
Chuck Joyner	Kaw
MAIN	
Bill Uhl	Bul
Darrall Cotton	Kaw
Allen Kenyon	Bul
Mike McCall	Kaw
AMATEUR EVENTS	
TROPHY DASH	
Bill Elder	H-D
MAIN	
Bill Elder	H-D
Bill Manley	H-D
Mashal Becker	Tri
Ralph Waldman	Tri
EXPERT EVENT	
TROPHY DASH	
Mark Williams	Tri
MAIN	
Gary Davis	Tri
Skip Van Leeuwen	Tri
Dusty Coppage	Tri
Dick Donaca	Tri

GREENHORN
Pearblossom, Cal.
May 31, June 1, 1969

SWEEPSTAKES
Paul Hunt H-D
(0-100cc) CLASS A
Dean Goldsmith H-D
Dave Ekins H-D
Wes Anderson Jr. H-D
Steven Howland Sac
Eric Jensen Sac
Mike Adams Hod
Mark Heacox Hod
Frank Heacox Hod
(0-100cc) CLASS B
Tom Fee Sac
Leo Froelich Hod
Bobby Briley Hod
Vernon Standiford Sac
Gary L. Snyder Bri
(101-200cc) CLASS A
Jack Krizman H-D
Gene Lindley Hon
Bill Messer Sac
Earl Roeseler Yam
Larry Roeseler Yam
Eric Moberg Yam
(101-200cc) CLASS B
Jerry Bartlett Yam
F. Breckenridge Sac
Ed Scheidler Yam
David Symonds Sac
Floyd Burk, Jr. Bul
(201-250cc) CLASS A
Dave Garrett Gre
Tom Muto Hus
George W. Green Hus
Phil Turgasen Yan.
Bob Keys Yam
James Ahlefeld Yam
E. Pachaud Gre
(201-250cc) CLASS B
Carl Gordon Yam
Bruce Brown Hus
John R. Bailey Yam
Tom Poteet Bul
Tom Smith Yam
Terry Haug Hus
Wayne Matlock Yam
Robert Koch Yam
Cal Sukut Yam
Dick Young Yam
Dexter Halldin Yam
John Motley Yam
Bill Welch Suz
Charles Weiser Yam
Stanley Baldwin Kaw
(251-500cc) CLASS A
Bob Steffan H-D
Cal Bottum Mai
Dick Dean Hus
Ken Lewis Duc
W.T. Wesson BSA
Robert Reen Duc
Douglas Fine BSA
Ron Hayter BSA
Floyd Burk, Sr. Bul
(251-500cc) CLASS B
Carl Bisbano Tri
Allen Badgley Bul
Robert Boyd Tri
Bill Greene Tri
Ronald Glover Hus
Joe Prosser Tri
J. McQuatters Mat
Dick Steffan Tri
Glen Colby Mai

(501cc & Up) CLASS A
Gene Burcham Tri
Buck Smith Tri
LeRoy Poulin Tri
Bud Howseman Nor
Pete Bogardus Tri
Marvin Parry Tri
(501cc & Up) CLASS B
LeRoy Miller Tri
Leland McGraw Tri
Barry Bubar Tri
Jack Hein Tri
SIDEHACK (farthest distance)
Pilot: Mike Parti
Pass: Ed Wade Tri
1st OUT OF STATE RIDER
Larry Simonson (Bellingham, Wash.)
1st TIME ENDURO RIDER
John R. Bailey
TEAM
Dean Goldsmith
Wes Anderson, Jr.
Paul Hunt
FATHER & SON TEAM
Earl & Larry Roeseler

YOUNGEST FINISHER
Larry Roeseler (Age 12)
CLUB PARTICIPATION
Prospectors MC. 19
Shamrocks 13
SGVMC 12
HARD LUCK TROPHY
Eddie Day
SUNDAY ONLY
OVERALL
Mile Green Yam
Earl Wilson Tri
Lyle Taylor Tri
Jesse Goldberg Tri
Doug Smith Duc
Glen Littlefield Yam
Stuart Goodell
Gene Green Yam
Bruce Iverson Duc
Steve Miller Yam

AFM ROAD RACE
Carlsbad, Calif.
July 20, 1969
By Greydon Maechtle

0-200 JR. G.P.
Nicosia Hon
Williford Duc
Gingerelli Suz
Kyle Kaw
P. Evans Yam
201-OPEN JR. G.P.
Harney Kaw
K. Evans Yam
Louland H-D
Shepherd Hon
Horner Kaw
SIDECARS
Hummer H-D
Sharroew Tri
Newbrand BMW
201-OPEN PRODUCTION
D. Smith BSA
G. Keirker Nor
Keon BSA
Harney Kaw
Shepherd Hon
0-200 SR. G.P.
Le Clercq Duc
Stan Smith Bri
Wilvert Hon
Emde Hod
Galindo Yam
350-OPEN SR. G.P.
Emde Yam
Kerker Nor
Wilvert Kaw
Kilgro Hon
Wozniack Nor
LT. WT. PRODUCTION
Helms Yam
Stafford Yam
Lane Suz
Gingerelli Suz
Spears Kaw
250cc SR. G.P.
D. Smithe Kaw
Emde Yam

AQUA BARN SCRAMBLES
Renton, Wash.
July 16, 1969
By N. Williams

14 YRS. & UNDER
A MAIN
Brad Dorsten Suz
Ben Thompson Suz
Ron Timlick Hod
B MAIN
Doug Timlick Kaw
Mike Nelson Kaw
C MAIN
Floyd Flippin Suz
125cc A MAIN
Dough Lien Bul
Ed Elliott M-B
Greg Coulin Bul
125cc B MAIN
D. Hendrickson Hod
A. Hendrickson Kaw
125cc C MAIN
Ted Sevold Bul
125cc D MAIN
Ken Timlick Hod
200cc
A MAIN
Sam Martin Bul
Lonnie Parrino Bul
Bill Bevagrt Bul
B MAIN
Russ Hollenback Bul
Bill Tibbitts Bul
C MAIN
Tom Ederson Hon
250cc
A MAIN
Fred Seigel Yam
Sam Stockinger Hus
K. Nishimura Bul
B MAIN
David Whitsett Bul
Mike Willand Duc
C MAIN
Fred Roesch Bul
D MAIN
Rich Wittie Hon
OPEN CLASS
A MAIN
Bill Stuth Hus
Fredolf Johnson BSA
Lonny Parrino Bul
B MAIN
Dave Furrens Mon
Rick Duke Mai

AMA DIST. 37 MOTOCROSS POINT STANDINGS (As of June 30, 1969)

Po.	No.	Name	Pts.
1	2	Bob Maynard	190
2	3	John Maynard	181
3	6	Bill Gomen	150
4	1	Chuck Minert	150
5	342	Rick Hall	135
6	95	Jim Wilson	110
7	114	Steve Bast	105
8	200	Gary Bailey	100
9	134	Mike Chamberlain	96
10	5	Tom Rapp	96
11	15	John Hatley	95
12	37	Hank Wessel	95
13	502	Jim O'Neal	90
14	149	Allen Welcome	78
15	241	Rodger Flaming	75
16	288	Jim Dawson	74
17	126	John Rice	73
18	89	Gary Fishburn	68
19	229	Ken Beach	65
20	401	Bruce Barron	60
21	54	Hayward Mendenhall	60
22	456	Lon Petersen	60
23	52	Claude Long	58
24	519	Linus Beall	50
25	82	Harley Pace	50
26	448	Joe Veillon	50
27	328	Richard F. Blom	45
28	378	Rick Hobbs	45
29	27	John Diskin	42
30	28	Bob Mortenson	41
31	494	Don Benson	40
32	490	Chuck Lunde	40
33	9	E.C. Birt	35
34	24	Tom Harrington	35
35	29	Ken Neal	34
36	17	Carl Cotton	30
37	435	Bob Ewing, Jr.	30
38	140	Jesse Goldberg	30
39	249	Wally Gordon	30
40	79	Fred Kalmick	30
41	278	Mike Runyard	30
42	53	Eulene Long	28
43	10	Dick Camp	25
44	350	Ralph Wilkenson	25
45	92	Joe Bihari	23
46	150	Jimmy Thomas	22
47	453	Walt Bird	21
48	119	Dick Fitchner	21
49	357	David Garber	21
50	481	Phillip Mailloux	21
51	205	Dave Bastian	20
52	19	Curt Horst	20
53	235	David W. Neal	18
54	271	Alfred Guzman	16
55	71	Tom Opsahl	16
56	84	Jim Connolly	15
57	121	Jerry L. Singer	15
58	83	Steve Feld	14
59	219	Louis Wolf	14
60	287	Rick Hammel	13
61	248	Mark Cook	12
62	32	Clete Hruska	12
63	77	Bob Simpson	12
64	34	Jim Choner	10
66	174	Martin Mooney	9
67	438	Frank E. Clausen	8
68	238	Lane Riedel	8
69	487	Kirk Willis	8
70	111	William Howell, Jr.	7
71	190	Micheal Lanphere	7
72	360	Larry Lee	7
73	349	Robert D. Martin	7
74	43	Frank Spangler	7
75	266	Steve Armstrong	6
76	115	Mike Bast	6
77	98	Willard Fletcher	6
78	335	Rick Henson	6
79	186	Oren Hutchinson	6
80	447	John M. Morris	6
81	45	Skip Porter	6
82	207	Dave Zackrison	6
83	44	Chuck Daley	5
84	243	James Harnisch	55
85	423	Ray Maxey	5
86	285	Robert Revett	5
87	118	Bart Rogers	5
88	479	Floyd Widener	5
89	269	Roland Anderson	4
90	504	Walter Lessig	4
91	416	Dave Rodgers	4
92	40	Ruben Benites	3
93	363	Alfred Egizi	3
94	436	Jerry L. Goodman	3
95	216	Robert Moore	3
96	221	Sheila Riley	3
97	426	William Gregory	2
98	434	Mike Keena	2
99	113	Patrick Rodgers	2
100	293	Charles Tidwell	2
101	267	Daniel Armstrong	1
102	48	Joe Biedenbach	1
103	216	Warner Grayson	1

KNIGHTS POKER RUN
Pomona, Cal.
July 6, 1969
By Robert Fee

GAMES
BARREL RACE:!
Guy; Jim Millim
Gal; Debbie Clark
MARBLE RACE:
Guy; Bill Edelen
Gal; Kathy Wells
COTTON BALL RACE:
Guy; Tim Sill
Gal; Judy McCombs
BALOON BUST:
Guy; Dave Beck
Gal; Helen Beck
WHEELBARROW RACE:
Guy; Earl Holmes
Gal; Pattie Holmes
OLDEST AMA RIDER
Guy; Howard Sponsler (65)
Gal; Jessie Culp (52)
YOUNGEST AMA RIDER
Guy; Gary LaCompt (17)
TUG-OF-WAR
Curtis Knight, outrider
DRESS COMPETITION
(w/o bikes) SWEEPSTAKES:
Family: Diane Kesserling
Outrider; Max Norris
Club; Harold McCombs, Overlanders
Couple:
Outrider; Jim & Dorothy Eldridge
Club; Gordon & Betty Beauschamp, Hi Deserts
Gal Solo:
Outrider: Dottie Porterfield
Club; Juanita Atkins, Majestics
Guy Solo:
Outrider; Peter Gianakas
Club; Frank Holly, Hi Deserts
Club:
Hi Desert Motorcycle Club
Lucky Wheels Motorcycle Club

SIDEWINDERS PROFESSIONAL TT
July 17, 1969
By J. Lacey
NOV. TROPHY DASH
Chuck Joyner Kaw
NOV. MAIN EVENT
Bill Uhl Bul
Darrel Cotton Kaw
Alan Kenyow Bul
Mike McCall Kaw
AM. TROPHY DASH
Bill Wilder H-D
AM. MAIN EVENT
Bill Elder H-D
Bill Manley H-D
Marshal Becker Tri
EX. TROPHY DASH
Mark Williams Tri
EX. MAIN EVENT
Gary Davis Tri
Skip Van Leeuwen Tri
Dusty Coppage Tri
Dick Donaca Tri

Let Cycle News Put You In The Picture

SUBSCRIBE NOW

☐ $7.50 1 year ☐ $12 for 2 years (VIA 2nd CLASS MAIL)

Mail to: CYCLE NEWS,
Box 498,
Long Beach
Calif 90801

Via 1st class mail for one year $18. ☐
Via Air Mail for one Year $26. ☐
This is a new subscription ☐
This is a renewal ☐
I enclose check or money order ☐ or
please bill me later ☐

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

(due to postal regulations we must have zip codes on all subscriptions)

Please send check or money order.
Also include phone number.

PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

234 Play Poker With Knights

Story and Photos by Robert O. Fee

Two hundred and thirty-four road riding motorcyclists played poker with the Knights Motorcycle Club, Sunday, July 6th under cloudy skies that occasionally dribbled a drop here and there over the Los Angeles Basin.

"It must be the change in weather," Big Daddy Miller, head Knight, commented as the sign-ins dropped off about 9:30 a.m. Up to that time, the Pomona Harley Agency had been jammed with leather clad riders, some of whom had to park a block away and walk to the registration table. While the start was open, the motorcyclists consumed 276 donuts and almost 30 gallons of coffee.

The route was purposefully cut short in order to give the riders plenty of time to compete in the many games to take place at the finish. The riders left Pomona and rode south to Carbon Canyon where they headed west through the canyon to Whittier. North via Colima Road and Azusa Boulevard, they took to the San Bernardino Freeway for 5-1/2 miles to San Dimas Avenue. Riding north by Puddingstone Reservoir, the riders jogged east on Arrow Highway to North Pomona. Cutting north to Foothill on Garey Avenue, they then rolled east to the San Dimas County Park logging just less than 90 miles.

It's heave-ho during the tug-of-war at the Knights Poker Run. Head Knight "Big Daddy" Miller purposefully cut short the road portion of the run so there would be plenty of time for fun and games at Ditmas County Park where the field events were held.

The park was absolutely jammed with holiday picnickers; several ball games were in progress and there was hardly a vacant table to be had. Some Knights had arrived early and roped off about an acre of area in both the park and parking lot, reserving it for the cycles.

Big Daddy didn't let the riders rest long after they arrived at the park. As soon as a large group cleared the sign-in table, he started the games. Family participation was the theme with such events as the Barrel and Wheelbarrow race, an egg race with cotton balls (cheaper than eggs), and a balloon bust.

The marble race was different – the contestant had to run to the coke bottle, fill it with marbles, and then trot back to the finish. If he lost his marbles on the way that was part of the game. Each event had both club member and outrider classes.

The balloon bust was a rough one. Normally the guys blow up their balloons and then the gals run and sit on the guys knee and balloon. In this event though, some of the gals didn't slow down to sit on the baloon, but hit the balloon and guy full tilt almost busting some heads too.

The tug of wars got the most participation and spectator interest. Six club members were matched against 6 outriders with practically everyone present lending very vocal support. The noise attracted many of the picnickers over to see what the excitement was. The outriders won over the clubs in every war. A run-off determined the winning group of outriders who drew cards for the single trophy award.

The best dressed competition (without bikes) went quick-quick under the constant prod of Big Daddy and he was soon awarding the trophies.

Tickets were drawn for the special hair awards. Pattie Holmes took home the $175 wing, Judy McCombs won the cascade and Shirley Brust got the fall. Each girl will take her certificate to the Villa Capri in Glendale where her new hair will be match, fitted, and styled.

The pace was quick throughout the day and by go-home time, the riders knew they'd been on a well planned poker run executed by a club who took professional pride in doing a job well. Members of the Knight's M.C. will be hard pressed to show any noticeable improvement when they promote their 2nd poker run next year.

(Results on page 20)

Looking just a little like a Draft Poster, Burney Clark clowns up the male solo competition.

No, it's not the annual outdoor bug-a-loo contest. It's the barrel race won by Debbie Clark after an exciting run-off with Sandra Osmon.

SLICK LUBE TRICK

Chain Life comes in a pressure-can. Using the small tube furnished with every can of Chain Life you can give new life to tired old bearings, chains and rubbing parts.

Foam comes out of the nozzle when you press the can, and it is this white foam that carries the lubricant goodies to the thithermost crevices of chain rollers, brake arms, cables, carburetors, wrist watches, squeaky doors, typewriters...whatever you've got that needs oil. Give that squeaking wheel a shot of clean, white Chain Life foam and listen to the bearings purr. The stuff is so good, it's almost illegal. Get a can while you can. Your dealer has it, or order from Chain Life, 10505 So. Painter Ave., Santa Fe Springs, Cal. 92670.

Specialized Triumph – Honda
Repairs * Custom Racing * Engines
Machine Work * Metisse Kits
Cyl. Boring * Head Porting
MIKE BURKE
Motorcycle Specialties
15178 Raymer St. Van Nuys, Cal. 91406
Telephone (213) 780-0779
DESERT SET UP SCRAMBLES

EXCLUSIVES ON HARD-TO-GET CYCLE ACCESSORIES
Helmets • Goggles • Saddles • Rims
Tires • Many Hard-to-get items
WRITE FOR OUR GREAT NEW CATALOG
Send 50¢ for postage and handling
COSMOPOLITAN MOTORS, INC.
HATBORO, PENNSYLVANIA 19025

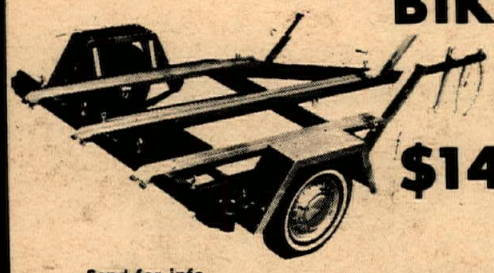
CIMATTI

You get a triple chrome plated gas tank on your race ready 100XR.
ACCURATE ACCESSORIES INC.
4347 IMPERIAL HWY., LYNWOOD, CALIF. 90263

BRIDGESTONE
Sales—Service
Barney Tillman's
SPORT CENTER
6027 Whittier Blvd., E. Los Angeles
(213) 723-3523

Husqvarna & Barum
Motorcycles Tires
Dist. by Med-International 4790 Palm Ave.
La Mesa, Calif. 92103

BIKE TRAILERS
New & Used
One, two,
& three rail models

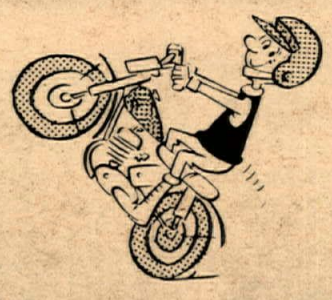


$149.95 & up
ARAGON DIST CO
Send for info.
Aragon Dist. Co., 223 W. Camino Real, Suite #102,
Monrovia, Calif. 91016

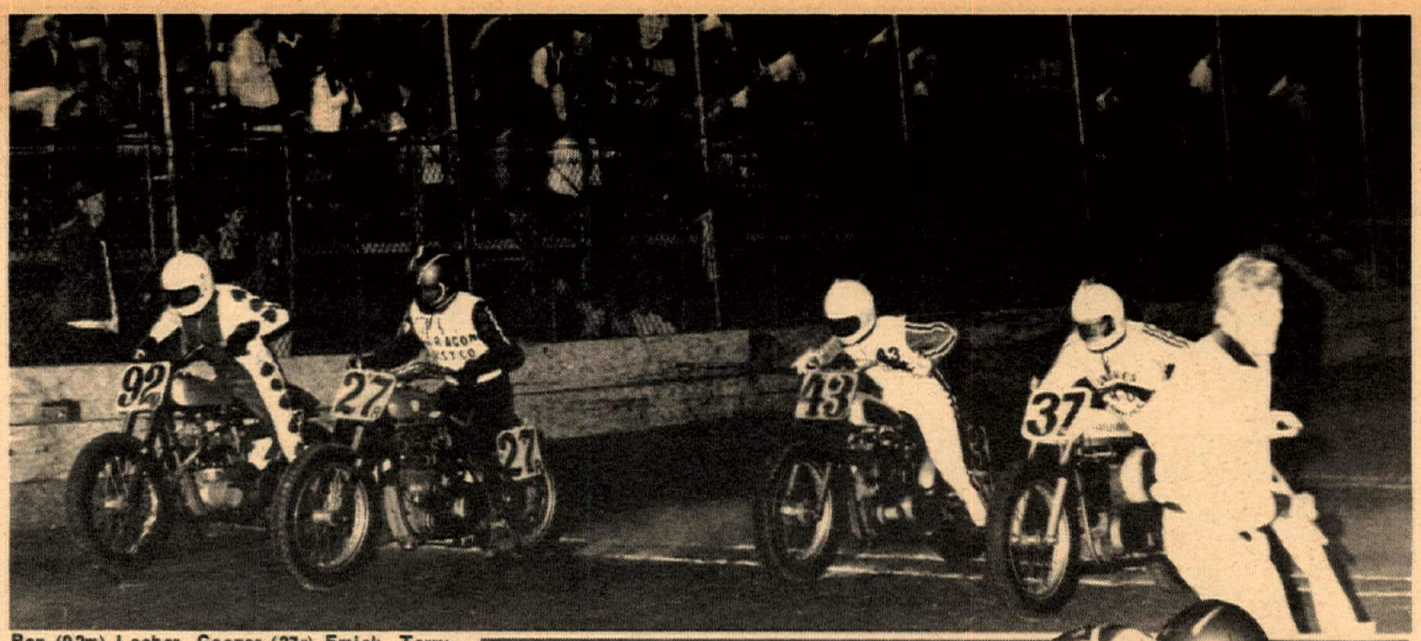
Penton – Hodaka
Yamaha – BSA
Husqvarna
Norton
Don & Ray's M/C Shop
1223 Ave. I Lancaster
(805) 942-9624
36153 N. Sierra Hwy.
Palmdale – (805) 947-7365

Neil Haney Welcomes You
HARLEY-DAVIDSON of Lomita
OVER 40 New Motorcycles in stock
New Sportsters immediate delivery
2212 Pac. Coast Hwy. (213) 534-5530

Foot Pegs for Yamaha



Fits Models – DT1B, CT1, & AT1
12mm x 1.25m ISO Thread
Lightweight Low Cost
NOW IN STOCK
SEE YOUR BARNETT DEALER
BTE Barnett TOOL & ENGINEERING
4915 Pacific Blvd., Vernon, California, Phone: 589-5488



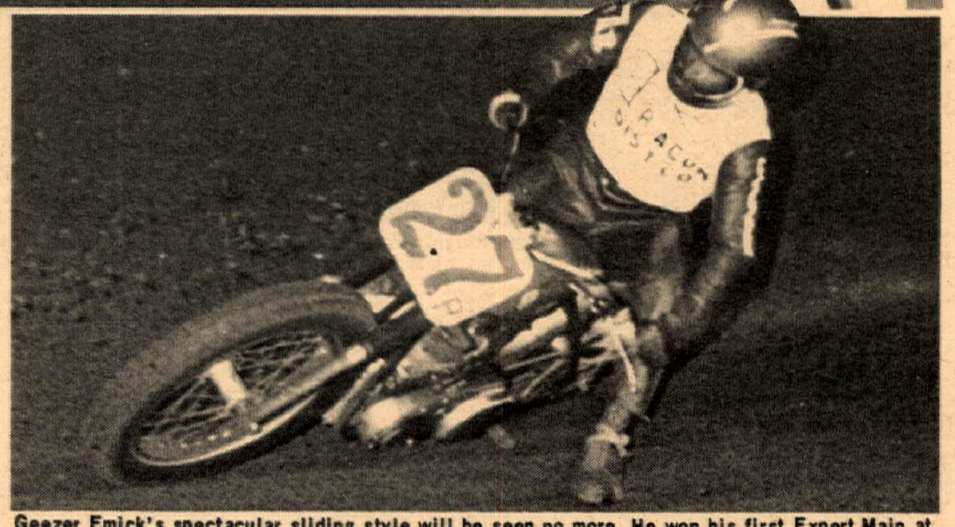
Ron (92m) Lacher, Geezer (27r) Emick, Terry (43) Donaher, and Mel (37) Lacher at the start of the combined Trophy Dash. Donaher was the winner.

Tragedy Takes Geezer Emick's Life After Big Ascot Win

By Dewitt Thuett

GARDENA, CALIF. July 18 – The 500's ain't gone yet! The weekly Ascot half mile outing for the professionals last Friday had three 500's running one-two-three ahead of the bigger 650's and 750's once again.

First year expert Geezer Emick and his 500 BSA Gold Star tuned by Dick Kelm won the feature for the first time this year. Veteran Sammy Tanner (R.E.) ran second and amateur Terry Donaher (Velo) was third. Dave Smith and his 750 Norton passed Mel Lacher on his 750 H-D for fourth on the last half lap.



Geezer Emick's spectacular sliding style will be seen no more. He won his first Expert Main at Ascot Friday night only to be killed in a desert riding accident Sunday. Quiet, likeable Geezer's death is a tragic loss.

Amateurs and experts ran a combined show for the first time owing to many riders being north in Castle Rock for the Friday night time trials.

Upstart amateurs did the experts in again, with Donaher winning the trophy dash for the second straight week.

Tanner and Donaher gave Emick a run for the money most of the way. Donaher led the opening laps but could not hold back the experience and smooth riding style of Emick who had been knocking on the door most of the season and was top gun on the Dick Kelm racing team that includes three BSA 500 singles.

Closest race of the night again went to the novice riders. John Hately was turned back twice by Freddie Edwards before the main event rolled around.

Then it was all Hateley, with Edwards trying to catch and pass. The pair rode the final two laps like Siamese twins with little John taking the win for the third time in four weeks.

Amateurs and experts return to their separate ways again this Friday night with all of the riders back from the north and ready to go again. It will be a three class show all the way.

It was fun and different to watch the amateurs try on the veterans for the first times. Donaher and Randy Smith both looked exceptionally good considering their lack of experience.

Ascot and the half mile events continue to run every Friday night from now until November.

RESULTS

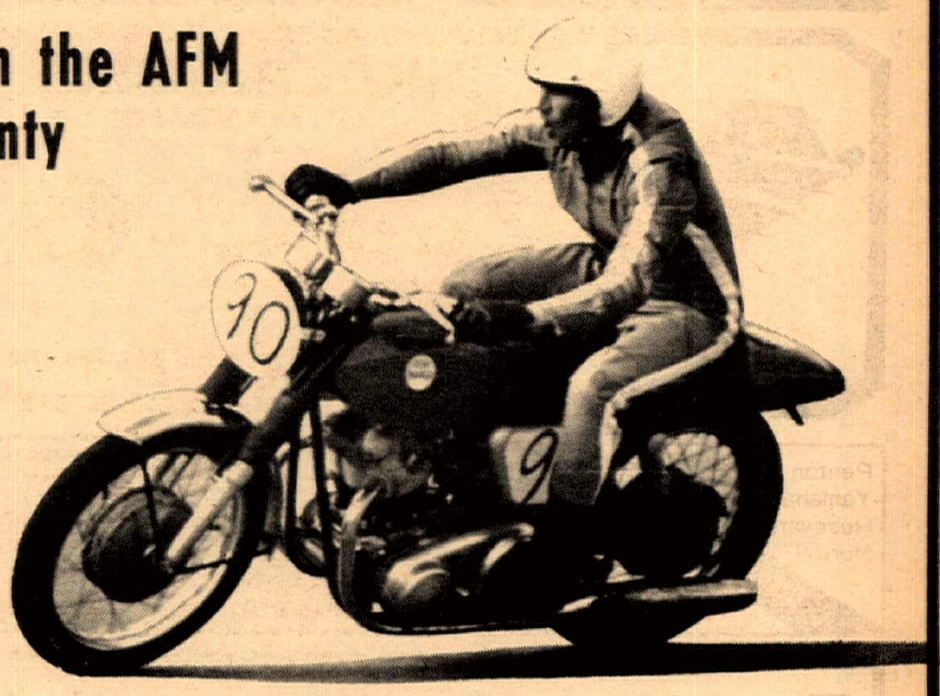
15 LAP "A" Combined final:	
Geezer Emick	BSA
Sammy Tanner	Enf
Terry Donaher	Vel
Dave Smith	Nor
Mel Lacher	H-D
Timm Harris	BSA
Ralph White	BSA
Randy Smith	H-D
Bob Bailey	Tri
Paul Conserriere	H-D
8-LAP NOVICE FINAL:	
John Hateley	Suz
Freddie Edwards	Yam
Phil Hinkle	Suz
T ed Longwith	Kaw
Rick Talbot	H-D
Denny Palmgren	Yam
Chuck Hart	Bul
Milo Waiz	Hon
Ric George H-D	H-D
Nick Delaganis	Yam

Geezer Emick Fatally Hurt

While testing his motorcycle in the California desert Sunday, Ascot's Friday night Expert winner crashed and sustained a brain concussion. He was pronounced dead on arrival at the hospital. No details are available at press time. Emick was the third professional expert to die in non-racing accident this past week.

ROAD RACE DOUBLE FOR NORTON COMMANDO

Norton scored a great double win in the AFM National Road Races at Orange County International Raceway on Sunday.
George Kerker and Jack Simmons took first and second places in the Heavyweight Production Race
Castle Rock Pro TT July 12, '69
1st Expert Main
Steve Holton Norton
Norton Commando....the bike the winners ride.



Norton

Norton Villiers Corporation, 6765 Paramount Blvd., Long Beach, Calif. 90805. Tel (213) 531-7138-9

Dealer & Services Directory

RATES: $75 per year (50 issues) for each single business listing, payable in advance.

JUST SEND IN YOUR LISTING with check for $75 and we'll do the rest.

ARIZONA

PHOENIX

BUDDY STUBBS – ARIZONA H-D. Serving all of Ariz. Complete stock of everything for H-D. Four factory-trained mechanics. Open 9–6 Tues.–Sat. 2507 E. Mc Dowell Rd., Phoenix 85008. Tel: (602) 275–7677.

CALIFORNIA

ALHAMBRA

STEEN'S Inc. 1635 W. Valley Blvd. (213) 289–4351. Wholesale and Retail Ceriani Forks and Rear Suspension, Rickman Metisse Kits, Magura Levers, Filtron Air Cleaners, Taco Mini-Bikes, Hodaka SS Dirt Bikes. "The Home of SUPERGOODIES" 8:30–5:30 Mon.–Fri., 8:30–2:00 Sat.

ANAHEIM

ROBERT M. LAW M/C SALES AND SERV. Sales& Parts at 224 No. Anaheim Blvd. Service at 239 No. Anaheim Blvd. (714) 533–1309. "We specialize in after sales service." Triumph, Yamaha, Greeves.

BAKERSFIELD

SACHS SALES AND SERVICE Johnny's Motorcycle Co. 415 19th Street – (805) 323-1458.

BELLFLOWER

BELLFLOWER M/C SHOP, INC., 9135 E. Compton Blvd. (2 Blks. E. of Lakewood) Bellflower, 925-5093. "We emphasize service." Tri., Yam.,

PAUL'S HARLEY-DAVIDSON 16211 S. Lakewood Blvd., Bellflower. Ph. ME 4-1222. Paul Lass. Large selec. of new & used motorcycles. Write for mail order parts, new or used. NOW also dealer for Suzuki & H–D.

BUENA PARK

EAGLE MOTORS – Specializing in American Eagle products. Street, Desert and Motocross. Sales and Service. 6032 Beach Blvd. (2 doors off Artesia). (714) 523–2752.

BURBANK

ROEHR BROS. Inc. (Sports Life) 317 N. Victory Blvd., Burbank 842–4847 or 849–4921 Nat. recognized "5" port mod., exclusive front fork design. Send $1.00 for new '68 Cat. Yam., Mon., Hod., Kawa., Moto Guzzi, M/B, Bonanza. Mon. & Fri. 9–9 Tues.–Thurs. 9–6.

CANOGA PARK

INTERNATIONAL M/C CO. 7233 Canoga Ave., Canoga Park. (213) 346–3700. 100's of used parts. Cyl. rebors. Tri., Yam., Hod., Moto-Beta.

CITY OF INDUSTRY

MOTORCYCLE SPECIALTIES Kawa., Maico, Sales & Ser. Repair, Rebuilding & Speed Tuning. Also Honda engine building & speed comp. our specialty. Complete mach. shop & welding. 15816 Amar Rd., City of Industry, (213) 330–4564.

COMPTON

CUSTOM CITY SPORTS CENTER Sales & Svc: Yam., Mini-bikes, Totegotes, m/c trailers, cust. acces. See us before you deal, buy, sell, trade. 15721 S. Atlantic, Compton, 635–8058.

CORONA

FLOYD BURK dba CORONA M/C CENTER. We have Honda, Triumph, Bultaco, Rickman & Kawasaki. Centrally located for Orange & Riverside Co. Open 9–7 Tues.–Fri., 9–5 Sat. ½ mile N. of Riverside Fwy. 620 N. Main at River Rd. (714) 735-5600.

CULVER CITY

TED EVANS Motorcycle Sales and Service. Complete line of accessories for Triumph, Yamaha and Bultaco. Street and speed tuning our specialty. Open daily 9 to 6, Sat. 8 to 5, closed Sun. & Mon. 13347 W. Washington Blvd. (213) 390–3406.

HAWTHORNE

CB MOTORS – Bultaco sales. We svc. all makes. Villiers spares. Trail, street or sports: We fill the bill. Charlie Hockie & Bill Thorwaldson. 13537 Crenshaw Blvd., Hawthorne, Cal. (213) 679–6550.

GARDENA

HONDA OF GARDENA, 15515 S. Western Ave., Gardena. Ph: 770–0603 or 323–8314. Begin. private train. course, free riding inst. Come in or call for full info.

GLENDALE

HONDA OF GARDENA, 15515 S. Western Ave., Gardena. Ph. (213) 770-0603 or 323–8314. Honda & Kawasaki. Begin. private training course, free riding inst. Come in or call for full info.

INGLEWOOD

Intensified CROWELL CYCLE SHOP, 10427 Prairie Ave., Inglewood, Cal. Ph. 673-5562. Ossa, Hod. & Bultaco. Complete parts & ser. for all makes. Open 6 days 10–7

HARLEY-DAVIDSON OF INGLEWOOD 901 N. LaBrea Blvd. Authorized H-D dealer for Inglewood area. Specializing in Road riders access. & parts for all models. Full equipped service dept. with fact. trained mech's. Open Tues.–Sat. 8–6. 671-7609.

MOTO BETA & SACHS for the South Bay area, Inglewood Kart Shop–1307 N. LaBrea-Inglewood–678–6811, 2-cycle modifications, heli-arc welding, mini-bike and go karts. Sales & service. Complete engine work. Open Tues.–Sat.

ONE STOP CYCLE SHOPPING – Authorized dlr. for Hon., Tri., Gre., BMW. Sales, Svc. parts & Ins. Bill Krause Honda–Triumph, 1257 S. LaBrea Blvd., Inglewood 678–5035. "The M/C Dept. Store."

BILL KRAUSE HONDA-TRIUMPH. Also dealer for Yam. BMW, Gre., & Zundapp. Sales, Ser., Parts & Ins. 1257 S. LaBrea Blvd., Inglewood, 678-5035 or 671-0407 "The M/C Dept. Store" over 140 new & used cycles on display at all times.

LA HABRA

LE BARD & UNDERWOOD, 221 E. Imperial Hwy., La Habra, phone 714–879–8252 or 213–691–3104. "Service is our middle name". BSA, Honda, BMW.

LONG BEACH

DALE BROWN M/C's, 2441 Long Beach Blvd., Long Beach, 427–8941. Suzuki, Bultaco, Norton, Ducati, Mustang. Complete parts, accessories, and service. M/C Insurance. Financing. Ask about our discount club. Watch for our monthly specials!

HARLEY–DAVIDSON OF LONG BEACH – 3654 Long Beach Blvd., 426–7101. H–D dealer for Long Beach area. Full line of parts & acces. for both Road & Comp. riders. Top quality service, fully equipped svc. dept. Open Tues.–Fri. 8–6, Sat. til 5.

JOE KOONS SALES & SERVICE – BSA, BMW, Suz. and Vespa. Full parts & acces. for all makes. Large qual. service dept. fully staffed with trained mech. Bring in your bike and see what we can do. 1350 E. Anaheim, Long Beach, 591–7159 open Mon. thru Sat. 8–6.

LONG BEACH YAMAHA, Yam. Dealer for Long Beach area. We service all. Open 6 days 9–6:30 in Long Beach, 3580 E. Pacific Coast Hwy. (213) 433–9987.

LONG BEACH TRIUMPH SALES, 624 W. Pacific Coast Hwy., Long Beach 436–0158. "Best service available, specializing in tune-ups." Tri., Kaw., Maico & Duc.

MONTEBELLO

STEVE HURD MOTORCYCLES – Kawa., BMW, Maico., Nor., Gre., Duc., Mon., Hod. Matchless parts galore. Service & parts for what we sell. 1405 Olympic Blvd., Montebello (213) 724–0466.

MONTEREY PARK

ED KRETZ & SON CYCLE SHOP 417 E. Garvey Ave., Monterey Park. AT 0-8244. Tri., Hon., Maico, BMW, and Suz. Complete parts & serv. Expert tuning & mech. work.

PACOIMA

CASEY'S CYCLE REPAIR – BSA – Bul., Hodaka, Svc. for most. Compl. machine shop. Open Tues. thru Sat. 9–6. 10249 San Fernando Rd., Pacoima. 896–1046.

POMONA

HARLEY–DAVIDSON OF POMONA–1241 W. Holt Blvd. Phone (213) 332–0616 or (714) 622–5417. Authorized Harley–Davidson dlr. for Pomona. Full line of parts & acces. Quality service in a fully equipt. service dept.

RIVERSIDE

SKIP FORDYCE MOTORCYCLE CENTER. "We've been told it's one of America's most complete and modern facilities". Shop the Big Store and SAVE – where the bargains are. In the middle of Main Street at 14th. Riverside (714) 684–4747.

SAN BERNARDINO

THE TWO WHEELER – Triumph, Suzuki, Bultaco. Home of Champions. Full parts. Service and Access. One block west of Inland Center, 867 W. Colton Ave., San Bernardino. Phone TU 5–3445.

If your business isn't here, It might as well not be there! So...let's let them know, Call (213) 423-0431 and get listed!

SANTA ANA

ROY'S M/C SHOP, 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Triumph, Kawasaki. (714) 531–0742.

ORANGE COUNTY CYCLE–Orange county's most complete Yamaha and Bultaco center. Complete parts and service all makes. 205 N. Harbor Blvd., Santa Ana, Cal. Phone (714) 531–9984 or 531–9303 under new ownership. Drop in and see Bob Maynard.

IRV SEAVER M/C – BSA, BMW, Suzuki, Ossa, Cushman trucks. 2402 N. Main, Santa Ana. (714) 542–8691.

SHERMAN OAKS

BUD EKINS M/Cs in Sherman Oaks, Triumph–Honda–Jawa–C-Z–Eso–Hodaka–Rickman Metisse–Cheney, open Tues. through Sat. 10:00 am–7:00 pm, closed Sun. and Monday, 14460 Ventura Blvd., Sherman Oaks, Cal. (213) 788–2251 or (213) 872–2110.

TEMPLE CITY

HONDA OF TEMPLE CITY. 9228 E. Las Tunas, Temple City. AT 7-5949. Hon. & Hod. for Northeast area. Parts galore and service too.

TORRANCE

HOCKIES MOTORCYCLES – Sales & svc. 22025 S. Figueroa St., Torrance. Harbor Fwy. – Carson St. turn–off. (213) 328–1242. Gre., Yankee, Ossa, Hod. Also used bikes. Best parts supply in town. We service what we sell. Complete mach. shop – Exp. tuning & mech. work. Hours: 10–7. Closed Sun. & Mon.

MARTY'S FOREIGN MOTORS BMW – MOTO-GUZZI Sales–Service–Parts–Accessories. Club Members welcome! 1730 W. Carson St. (at Western) TORRANCE. 1 mile So. of San Diego Fwy. Tel: 320–7040 Svc. Hrs. 8-5.

TUJUNGA

CRESENTA VALLEY SPORT CYCLES 7139 Foothill Blvd., Tujunga, Calif. 91042. 352-5917 Yam., Hod., Bonanza. Sales & Ser. speed equipment, complete Ins. 100% Financing.

WEST LOS ANGELES

HAPCO MOTORS – Hon., Hod., Kaw. Sales–Service–Parts–Ins.–Rentals. Porting for all 4–stroke brands. Our reputation is built on Service. 11637 Pico Blvd., W. L.A. GR 8–0984. Open 7 days – 8:30–7.

PETE JOSEPH'S HOUSE OF YAMAHA – BSA, BMW, Bultaco and Yamaha sales service & parts. No down payment O.A.C. Open Tues. thru Sat. 8:30–6:00. "Where the stars buy their 2-wheel cars." 11975 Santa Monica Blvd. 1 mile west of San Diego Fwy. Call (213) GR 3-6717 for pickup and delivery service.

TED'S IMPORTS – Triumph sales & service. Competition desert bikes – ready to win – in stock. "We will take cars in trade" 11726 Santa Monica Blvd., W. Los Angeles, (213) GR 3-1101. Open 6 days. Rod Kosky, Service Manager.

WHITTIER HARLEY-DAVIDSON full line new & used motorcycles, parts & serv. dept. Lots of conversation while we serve you and FREE coffee. 12630 E. Whittier Blvd. (213) 693–9114 Open Mon.–Sat. "Nixon's Home Town".

WOODLAND HILLS

KOLBE CYCLE SHOP 22420 Del Valle, Woodland Hills. DI 8-7865. BSA, Honda, Bultaco, Hodaka & Amer. Eagle. Complete parts & service dept.

No. Amer. Continent

NORTH AMERICAN IMPORTS, Mavrick Shocks, Hodaka Transistorized Ignitions, Akront Alloy Rims & Stainless Steel Spokes. Free literature upon request. P.O. Box 621 Garden Grove, Calif. 92642. Ph. (714) 534-6390.

NEVADA

LAS VEGAS

SHAW CYCLE SALES & SERVICE, Jawa, C-Z & Bultaco. Complete sales & ser. dept. Full line of parts & acces. 1026 S. 1st St., Las Vegas, Nev. 1 blk. E. of Main. Ph. (702) 382-4282.

WASHINGTON

SEATTLE

BUDSCHAT MOTORCYCLES – Trailbike Headquarters, Duc., Hod., Moto Guzzi, Norton. Parts – Acces. – Service. Northwest's largest stock of parts. Mail order service. Open week days 10-6:30 Sat. 10-4:00. 17002 Aurora Ave., Seattle, Wash. 98133. Ph. (206) LI 6-2070.

M/C's & PARTS

JIM'S CYCLE SHOP "Used parts Hdq. in the West." We buy and sell used motorcycle parts, cust. tanks and wheels. Chrome exch. Used M/C's. Sales and Repairs. Batteries and tires. 15 years same location. 11155 Atlantic Ave., Lynwood. NE 2–4298.

INSURANCE

"THE MOTORCYCLE INSURANCE WRITER" since 1937. Fire, theft, comp. P.D. & B.I. individual motorcycle insurance and Dealer insurance. JOHN MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. 836–5211.

LEATHER APPAREL

CUSTOM MADE motorcycle apparel. Number changes, alterations and zippers replaced. Clarice Amberg, ABC Custom Leathers, 9840 S. Atlantic Ave., South Gate, Calif. 90280. Phone: (213) 564–7150. Open 8 a.m. to 4:30 p.m. Mon. thru Fri. By appointment only Saturday. Evening appointments available.

SERVICES

For custom work, welding, special installations, painting and other unusual services, use the businesses listed here:

CUSTOM MADE motorcycle apparel. Number changes, alterations and zippers replaced. Clarice Amberg, ABC Custom Leathers, 9802 S. Atlantic Ave., South Gate, Calif. 90280. Phone: (213) 564–7150. Open 8 a.m. to 4:30 p.m. Mon. thru Fri. By appointment only Saturday. Evening appointments available.

STEEN'S Inc. 1635 W. Valley Blvd., Alhambra. Hi-Performance Hodaka Service: Forks extended to 5-inch travel, 90cc cases bored for 100cc cylinder, 90cc cases machined for 5-speed cogs, boring and porting. Complete Ceriani suspension parts and service. 8:30–5:30 Mon.–Fri., 8:30–2:00 Sat. (213) 289–4351.

NUMBER PLATES

Hand lettered, fiberglass plates for Pro. & Sportsman, riders. All sizes, colors, & number styles. 24 hr. Ser.–Pro. quality. Also complete sign painting. Ph. (213) 422-1908 for prices on sign & commercial lettering. Send for brochure & order blank. Ace Sign Co., 44 E. Market St., Long Beach, Cal. 90805.

FRAMES

SONICWELD Mfg., Special racing frames, rigid or springer, fiberglass tanks & seats, swinging arms for standard models (spec. design). Send for information to Sonicweld, 14547 Arminta St., Unit 'J', Van Nuys, Calif. 91402 – (213) 785–2323.

DEALERS: Customers keep coming back for Cycle News! TO ORDER the newspaper for your store, call Cycle News Circulation Manager (213) 423-0431 (both display and Outside vending Racks now available).

Short Stroke

By Bill Blakeslee

"FIRST AMERICANS"

The first Americans for the I.S.D.T. are already organized. Penton has a team ready for the Silver Vase. Leroy Winters, Dave Munganast, Gary Bailey and reserve John Penton.

"BETTER MARKETING"

Floyd Clymer sold his interest in the Mamut to an unidentified buyer who is planning to drop the price a bit. Previously sold here for some $4000, it should not cost about $2560.00. An appreciable savings!

"WADE AHEAD"

Bryan Wade missed the Dye-International races here but won the lead in the British Championship series. With his biggest rival, Alan Clough, conveniently here in this country Wade won the Cotwold Scramble which puts him three points ahead with only one race left.

"BIG DUCATI"

Ducati's span a wide range on sizes, clear up to a 350cc. All single cylinders and four stroke (except for the little one). The 250 and 350 share the same basic engine gearbox unit.

Now they are to push their span up to include a Victor size single: 436cc. Also on the same unit as the 250cc. The 350 uses a silly millimeter extra crank throw along with a big bore to get is extra inches. This same crank, with a 84 mm bore now gives the required displacement.

A Ducati weighing 287 pounds with a five speed and desmodronic valve gear sounds mighty interesting.

"FINDING FIFTEEN MPH"

As if in answer to the un-answered question of why the Triumphs were so fast in the production race at the TT, Doug Hele has come out with this list. "Sort of a Part" equals Speed thing. A good Bonneville gets 115 mph, add 2 mph for PR mufflers, add 2 mph for longer rubber mounted carbs, add 1 mph for the overbore, another 4 mph for the compression boost to 10.5, add alloy wheels for 1 mph, 2 mph for close ratio gears and 5 mph for the aerodynamics of the fairing.

That accounts for 17 mph, or 132 mph, but what about Gould's Bonneville that clocked 140 mph? Ah yes, one less tooth on the rear sprocket which must add up to 8 mph.

"SUCCESSFUL SUZUKI"

Suzuki motocross machinery is catching the eyes of the big motocross men. Their long tailed model has had a bob job on its expansion chamber to make it legal so that when it begins winning there will be no protests.

Sylvain Geboers, point leader in the 250 class, is under contract to ride it next year. Now Joel Roberts is talking turkey with Suzuki. Once before Roberts talked with Suzuki about riding their's, as did Hallman but both turned it down at that time because there was so much sorting out to do they would lose in the long run. Now maybe things are different.

"SPEEDY OSSA"

While Ossa continue to hang about as the dark horse with the most potential the factory continues its road race development. Currently leading the world championship point race in the 250 class, they are turning in some fine results with an outdated air cooled single.

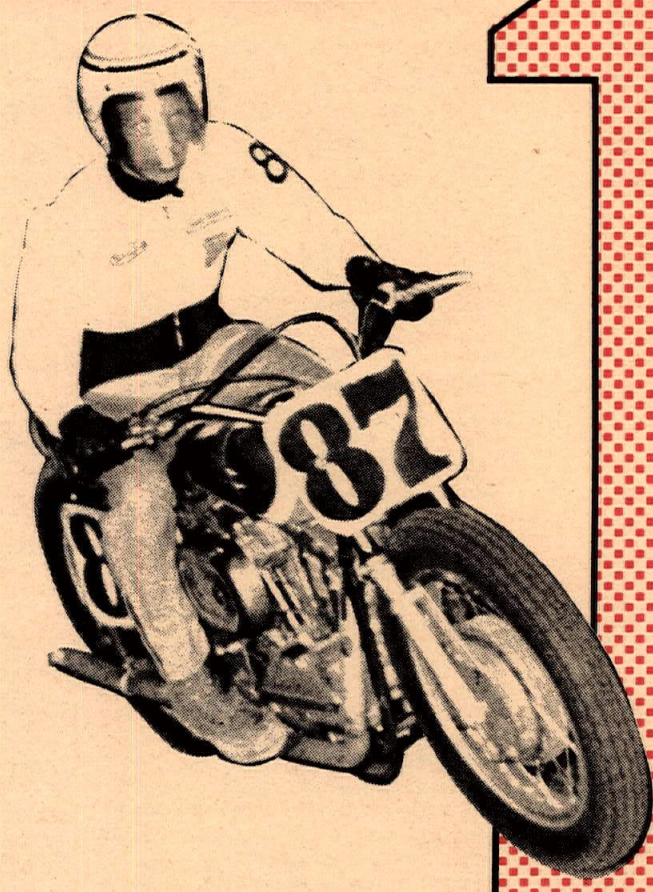
Ossa's top rider, Santiago Herreros, notched a third place at the TT, clocking over 133 mph. At the recent Dutch Classic he again beat all but the two works Benelli's, no mean feat.

Except for an experimental water cooled job, Ossa's engines are a straightforward design. Air cooled, six speed and slightly over-square bore and stroke. What accounts for the high horsepower is the giant porting. Carburetor is a whopping 1-5/8' and would be bigger if one was made. Horsepower is quoted as 40-42 and considering its speed it does not seem unreasonable.

Also helping speed is the narrow and light shape. The frame is welded alloy monocoque that includes the gas and oil tank integral. Yes, oil tank for the Ossa uses a direct pressure to the bottom and plus 5% in the gas tank.

Ossa's other effort, the twin barreled 460cc Yankee is still progressing. A batch of 50 built into road race frames are being constructed currently.

HARLEY-DAVIDSON DOUBLE WINNER



1st

50 Lap National TT Championship

Ascot Park - July 12, 1969
First Year Expert

MARK BRELSFORD

Harley-Davidson
750cc Sportster

HARLEY-DAVIDSON 1st OVERALL

Crestline M.C. Hare & Hound
7/13/69

Steve Staats

Harley-Davidson Sprint ERS 350cc

1st OVERALL TRAILBIKE

Dave Ekins

Harley-Davidson Rapido 100cc

Visit your Local Harley-Davidson Dealer Today

Bakersfield
Thorp's H-D
820 18th

Belmont
Bernie & Sons
1493 El Camino Real

Fresno
Mathews H-D
548 Blackstone Ave.

Hayward
H-D of Hayward
25224 Mission Blvd.

Modesto
Andres H-D
1208 9th St.

Nappa
Nelson Bettencort
1241 Brown

Oakland
H-D of Oakland
744 E. 12th

Pleasant Hills
Bill Chaney H-D
3355 N. Main

Porterville
H-D of Porterville
697 E. Date St.

Sacramento
Armando Magri
815 12th

Salinas
Marin's H-D
321 N. Main

San Francisco
Dudley Perkins Co.
66 Page St.

San Jose
Sam Arena
2921 Monare Rd.

San Rafael
H-D of Marin
105 Verdi St.

Santa Rosa
Ostarello's H-D
306 5th St.

Stockton
Davis Bros. H-D
729 N. Wilson Way

Vallejo
Nelson Benttencort
420 Main St.

Yuba City
H-D of Yuba City
516 2nd St.

Bellflower
Paul's H-D, Inc.
16211 S. Lakewood Blvd.

Burbank
Pelton's H-D
1403 W. Burbank Blvd.

El Cajon
H-D of El Cajon
621 El Cajon Blvd.

Fullerton
H-D of Fullerton, Inc.
537-A W. Valencia Dr.

Inglewood
H-D of Inglewood, Inc.
901 N. La Brea Ave.

Lomita
H-D of Lomita, Inc.
2212 Pacific Coast Hwy.

Long Beach
H-D of Long Beach
3654 Long Beach Blvd.

Oceanside
H-D of Oceanside
216 Via Del Monte

Pasadena
S.E. Chubbuck H-D
1361 E. Walnut St.

Pomona
H-D in Pomona
1241 W. Holt Ave.

Riverside
Skip Fordyce H-D Sales
3698 14th St.

San Bernardino
Dale's Modern Cycle H-D
471 S. "E" St.

Santa Ana
H-D Motors
501 E. Fourth St.

So. San Gabriel
Laidlaw's H-D Sales
8351 E. Gravey Blvd.

Taft
Taft H-D Sales
318 Harrison St.

Ventura
H-D of Ventura County
77 W. Main

Whittier
Whittier H-D Sales
12630 E. Whittier Blvd.

CMC Team Motocross Carlsbad Raceway

Photos by Tom and B. Culp

CARLSBAD, CAL., July 20, 1969- The CMC put together another first, a team motocross with the 125cc class going two hours and the 250 and 500 classes combined and running three hours. Three hundred dollars and there was a lot of pride and prestige riding on the outcome of these races pushing both man and machine right up to the limit. The rider turn out far exceeded all expectations with 34 teams lined up for the 125 race and a turn away entry of 54 teams starting in the 250/500 race. Yes, they had to close post entry in the 250/550 race for safety sake.

The dealers and distributors put forth a truly noteworthy effort with Mitco Bultaco entering 6 teams, Torsten Hallman Racing with 4, Fantasy Muffler with 3, Bob Bailey 3, Walt Axthelm 2, American Motocross 3, Don Vesco, Unicorn Motorcycle, Yamaha Fontana, Cecil's Cycle, Suzuki Lemon Grove, Don's Cycle, Lemon Grove Honda, Steve's Bultaco, San Diego Suzuki, Beach City Cycle, Competition Service Center all with at least one team apiece and American Eagle, Hercules Dist., American Jawa all fielding teams.

This may prove the beginning of the 12 hour motocross marathon since everyone was seemed to have a ball. The 2 and 3 hour races surprisingly claimed very few machines. Those teams riding with two bikes had it a little easier as they were able to change riders with no trouble. As one rider left the course the other entered on the other machine all gassed and fresh. As riders changed machines it was nice to see Dad, Mom, wife, kids, friends and teammates all in there pitching to help out.

As the 125s lined up for the LeMans start it was anybodys guess which Jr-Senior combination could do it. All brands were well represented; Penton, Sachs, Bultaco, Yamaha, and Hodaka. Stu Peters dropped the flag and they were off. Lars Larsson grabbed the lead with the field stringing out behind. As the how difficult a job it was going to be to score this race. Lap after lap Larsson led then teammate Benites took over with strategy coming into play here as some teams chose to start with juniors riding first so the senior would ride against junior riders thus making for easy pickin's. For some the strategy worked, for others it didn't as Benites held on. Riders had various ways of timing on the course, some rode 15 minutes each, some 30, some alternated by lap; 5, 10, or 15. In all no plan seemed any better than the others.

As the 2 hour mark approached, Larsson & Benites still had their Penton out it front with Silverthorhe-Lechin, Penton, second; Nilson-Tolbett, Penton, third; Goldberg-Silverthorne, Penton, fourth; Vacca-Rogers, Bultaco fifth and Allen-Sheelen, Yamaha, sixth. That's the way they finished unofficially with a recheck and final results next week.

The 250/500 go found our visitors from across the pond of the line with a couple of up and coming young juniors. American Eagle went all out with Englishman Dave Smith and Brad Lackey team 4 and Britisher Ray Jordan and Carl Cotton team H. The flag fell and the master Walt Axthelm grabbed the lead; and what a lead! It was at least 50 years. Walt wasn't the first to his bike but a one kick start and being first in line helped so the C-Z team of Axthelm & Benson was a darn good start. The Eagle riders, Smith and Jordan, rode hard and held second for a while only to lose it to Smith on lap 7 or 8. Smith got Walt; and Jordan, now running 5th, began to press. As riders changes began, Lackey took over Smith's Eagle and began to stretch out their lead. Carl Cotton replaced Jordan and began to close on Lackey in short order. Now running 1-2 the Eagle riders pushed for even more lead. Axthelm and Benson, now in third, held on with the Bendyck-Harris C-Z holding 4th; Hannan-Clark, Maico 5th, with Europe bound Bob Bailey and Bill Gordon, Greeves 6th. That was the finish of three wild hours of constant action which provided spectators with all they came for.

CMC Number 1

Let's take time to honor the workers that put it all together and made the day a success: Stu Peters and his wife, Mrs. Kurt Lohmeyer and Kelvin Franks.

Brad Lackey wings home his American Eagle to share first place honors with teammate Dave Smith. The Eagle team finished 1-2 with great rides from two English Seniors teamed with two American Juniors.

Worn out Steve Strickland eases off the seat of his C-Z and turns it over to his teammate. Riders alternated at will during the pounding three hour event.

When the day was over the scorers looked worse off than many of the riders. After sitting in that tower eating dust all day, writing all those numbers, how are they able to even think of doing another one even bigger, better and longer?

Don't forget the new series starting August 24th at Carlsbad for a new Greeves Griffon.

(Results on page 20)

AFM, Carlsbad Road Race

By Greydon Maechtle

CARLSBAD, CAL. July 20 – Located twenty miles north of San Diego, Carlsbad was the scene of last Sunday's San Diego AFM chapter, national points road races. The sky was hazy and overcast all day with a few drops of rain falling in mid-afternoon. A field of eighty entries and perhaps as many spectators met to enjoy the G.P., production, and sidehack races.

Undoubtedly the closest and most exciting contest of the day was the twelve lap Heavyweight Production race for bikes 201cc displacement and up. Roland Pagan, on his Triumph Trident, grabbed the lead and had a good dice going with BSA rider Dave Smith. The two were swapping first and second positions quite frequently until on the ninth lap a split oil tank forced Roland out, as did a broken throttle cable a week ago at Orange County. Bad luck. Meanwhile George Kereker (Norton Commando), who'd got a very bad start, had been working his way up and now appeared in second place. Smith held his lead to the end and the riders finished 1-2.

The 250 Sr. G.P. saw Dave Smith on a Kawasaki get off the grid first. Smith held first for the twelve laps followed all the way by Don Emde on his Mel Dineson Yamaha. Hurley Wilvert on a Kawasaki finished third. It was during this race that a light rain fell, disappearing as quickly as it came.

Smith, riding a three cylinder Kawasaki, again took off first from the start in the 350 – Open Sr. G.P. However problems forced him to slow down and finally leave the race on the sixth lap. This time it was Don Emde on a 350 Yamaha leading all the way to the finish with George Kerker on his other Norton holding second position. Hurley Wilvert on a 500 Kawasaki took third and Dick Kilgro (Honda 450) finished fourth.

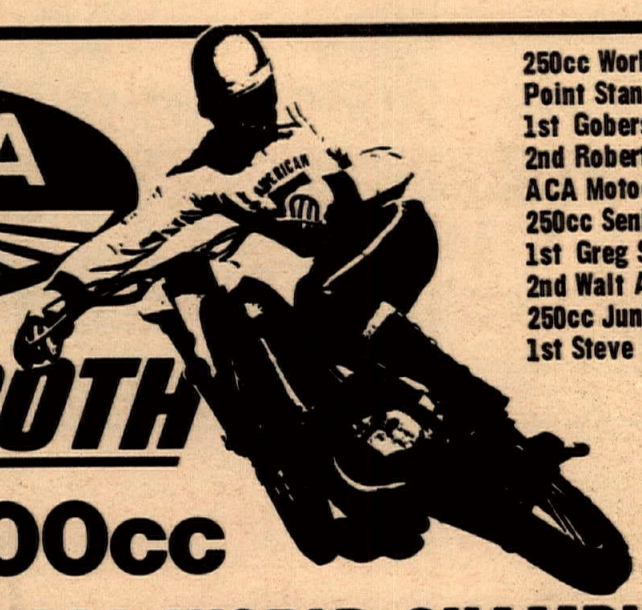
In the 175 Sr. G.P. Ralph Le Clercq, riding a Ducati, led all the way to win. He was followed by Stan Smith on a Bridgestone and Hurley Wilvert on a Honda. Wilvert's Honda was misfiring for most of the race but on the tenth lap it picked up and Wilvert moved up two places.

The sidecar race was an easy victory for Hummer and Gilbransen (H-D) from about the third lap on. At this point they had almost a half lap lead and simply coasted home to win. Sharrow on a Triumph was second and Newbrand riding a BMW finished third.

In the 201cc – Open Jr. G.P. race Kawasaki rider Harney finished first overall and first in the 500cc class. Kelly Evans riding a Don Vesco sponsored TD1C Yamaha was second and again won the 250 Jr. G.P. class. Honda rider Shepherd won the 350 class.

The last race of the day was a five lap, live engine start, match race. George Kerker riding his Norton Commando was first off the line but Don Emde on a 350 Yamaha quickly caught him making this race a repeat of the 350 – Open Sr. G.P., Emde first and Kerker second. Mike Lane finished third on a 250 G.P. Kawasaki.

(Results on page 20)



JAWA

WINS BOTH

250 & 500cc

250cc World Motocross
Point Standings (after Russian GP)
1st Gobers – CZ
2nd Robert – CZ
ACA Motocross – 7/13/69
250cc Senior Class
1st Greg Smith – CZ
2nd Walt Axthelm – CZ
250cc Junior Class
1st Steve Stricklin – CZ

'68 MOTO-CROSS WORLD CHAMPIONSHIPS

Riders: 250cc, Joel Robert—500cc, Paul Friedrichs

JAWA-CZ GIVES RUGGED DEPENDABILITY THAT WINS WORLD CHAMPIONSHIPS

SEE YOUR JAWA-CZ DEALER FOR WINNING PERFORMANCE!

EAST:
38-15 GREENPOINT AVENUE
LONG ISLAND CITY, N. Y. 11101

AMERICAN JAWA LTD.

CANADA: JAWA MOTORS LTD., 4753 Papineau Avenue, Montreal, P.Q.

WEST:
1325 SO. LA BREA AVENUE
LOS ANGELES, CALIF. 90019

ED KELLY CYCLE SALES

TARBO PRODUCTS

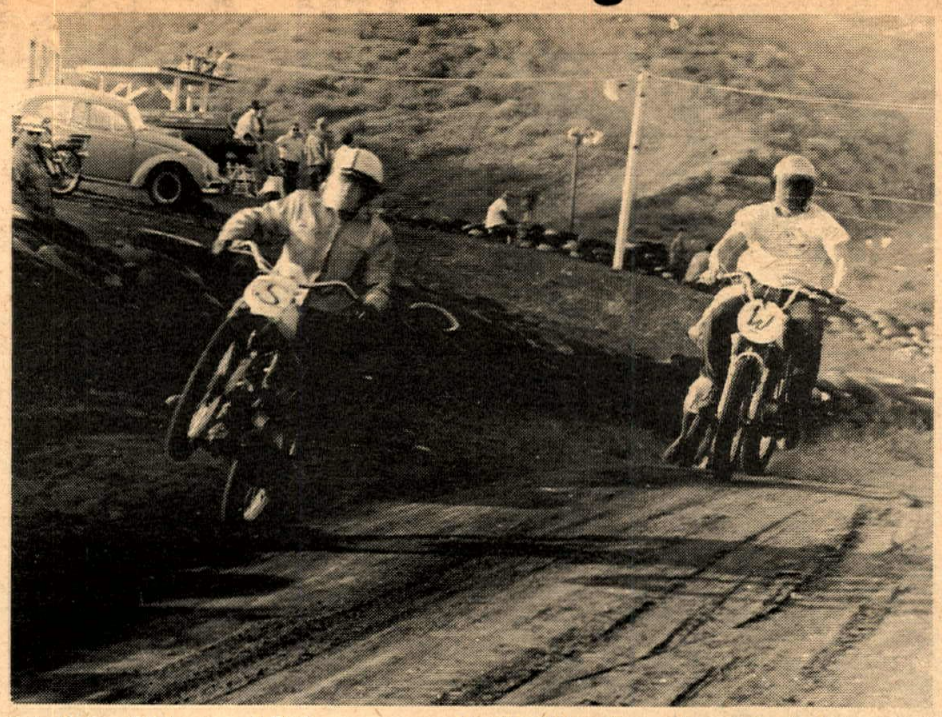
We sponsored and rode the Tarbo 50cc Sport that won its class in the 6-hour production G.P. event at Willow Springs June 28.

PARTS & SERVICE FOR
TARBO * ITAL-JET * TESTI
* ROMA

2319 Atlantic Ave., Long Beach, Ca.

(213) 426-9694

Elsinore Sat. Night TT



Not all the night races at Elsinore are run under the lights. Here, riders take the jump during the cool twilight hours. Ah, Summer.

Some future hot shoes peel off in formation during the Elsinore Mini Bike races. What ever happened to kids with an apple crate and a broken roller skate?

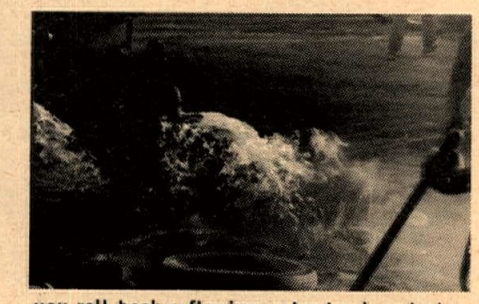
Story and photos by Ray Cooper

ELSINORE, CAL. July 12, 1969 – Have you ever raced Elsinore on a Saturday night? If not you are in for a blast. Elsinore in the day time can be just a little warm, but at night...well it's sort of like you remember as a kid "back home". Shirt sleeve cool with plenty of stars overhead, that is if you have time to look up.

And the races...If you didn't know better you might mistake some of these riders for Sammy Tanner and the rest of his professional followers from another track.

Someone burned up another mini-bike for the second straight week. It took the infield crew about 5 minutes to come up with a fire extinguisher. First they threw dirt by hand, then used a couple of shovels. They tried to smother the flames with a blanket, they even backed up the water truck. Finally, someone found a fire extinguisher and "Presto", it worked.

When a bike catches fire you do what you can; you throw dirt, then shovel dirt...



you roll back a flowing water truck and when somebody finds a fire extinguisher you get the fire put out.

E. Newcomb on a Rupp took the mini class. L. Moorewood on a Powell had to settle for a second. This week they didn't have to put up with those big guys and their Hodaka 5 speeds, although the older one did have the audacity to come back and want to race. They put him in with 100cc Novice and showed him in a hurry what was what. Two guys passed him so fast and so close that it must have pulled all the air out from under that mini bike because he just seemed to float and wiggle as they went by. Now if there were about 9 other guys with Hodaka Mini's... what a neat track.

In the Powder Puff it was D. Jarman on a Triumph who jumped to the lead each time to run away very smoothly from the rest. K. Porter followed her around on a Hodaka.

Larry Hardison on a 175 Yamaha raced with the 250 class. He would start with an additional handicap by starting back on the jump, but he did very well gaining a fourth and two thirds.

Larry "Jackrabbit" Shaw won 250 Novice Main and the second Semi. He led all the way.

Jerry Thrasher on a 250 Bultaco went down twice during the evening. The last time in the 250 main while trying to avoid someone coming towards him in mid-air. He went off the track, jumped over the rocks and said there just wasn't anything to land on. He was shaken but played it cool after the restart. In spite of the mishaps he thinks it's a great track.

Number 27e and his bike were run over by three others. He was willing and able for a restart but the bike wasn't in as good a shape.

De Benedetti was carted off to the hospital with a bruised side.

M. Hannon on a Bultaco won the 250 Novice class followed by L. Gino on a Kawasaki.

Ray Vanderpool with a Bultaco won the third moto of the 250 special and then came up with a 3rd in class.

"Louie" Merrifield does such a magnificent job of lap scoring that she deserves a lot of praise; she's just great.

(Results on page 20)

SADDLEBACK PARK FOR SALE

We have it on good authority that Saddleback Park, the nation's first commerical motorcycle playground is up for sale. Built on a lease from Orange County's giant Irvine Ranch, the stockholders include J.C. Parkhurst, publisher of Cycle World magazine, dune-buggy builder Les Meyers and earth-mover Vic Wilson. Wilson says the corporation has pumped over $100,000 into the facility and it has great potential.

20-Mile Championship Santa Rosa

Return of the American Motorcycle Association to the one mile track at the Sonoma County Fairgrounds in Santa Rosa has been set for Sunday afternoon July 27th.

The event, part of the National Championship circuit held throughout the nation, will feature a 20-mile National race, double the distance of last year's race on the exciting dirt oval.

The 20-miler will feature the top motorcycle riders in the United States with most of the major brands of cycles in competition. Triumph, Harley-Davidson, BSA, Kawasaki, Honda, Yamaha, Montesa, Royal Enfield, Bultaco and Suzuki machines are represented in the nation's top line up of professional riders.

The Harley-Davidson factory team will be well represented by San Francisco's Mert Lawwill, Bart Markel of Flint, Michigan, Dan Haaby of Orangevale, Calif., Cal Rayborn of San Diego and Fred Nix of Franksville, Wisconsin. Nix is the defending Santa Rosa Champion, having won the 10-mile National last year.

Triumph's hopes lie in the hands of the very capable Gary Nixon, defending champion of the national circuit. Nixon, of Baltimore, Maryland is backed by fellow Triumph riders Gene Romero of San Luis Obispo, Chuck Palmgren of Freehold, New Jersey and Paul Bostrom of Pacifica.

In addition to the prestigious 20-Mile National, the program will consist of Amateur and Expert heat races, an Amateur Final, and the Expert Semi. The Amateur Final extends points that lead to the eventual National Amateur Champion.

Qualifying begins at 1:00 p.m. with the first race set for 2:30.

The Sonoma County Fairgrounds are located on South E Street within direct access from Freeway 101.

CBM CHANGES HANDS

Inactive for a long period due to the lack of interest and projects, the Committee for Better Motorcycling has been re-organized under the leadership of Howard Eble, well known road-rider of the Hi-Way Kings Motorcycle Club.

Originally activiated as a think tank and pressure group for the betterment of motorcycling, the CMB was effective and successful in nearly every project it undertook.

Eble did not announce his immediate plans but promised news in the near future. He also gave assurances that the basic purpose of the organization, the betterment of road riding motorcycling activities, would be continued.

JULY 23 *Grand Opening* JULY 30

MZ Husqvarna MZ

Patrick's Competition Enterprise

Free

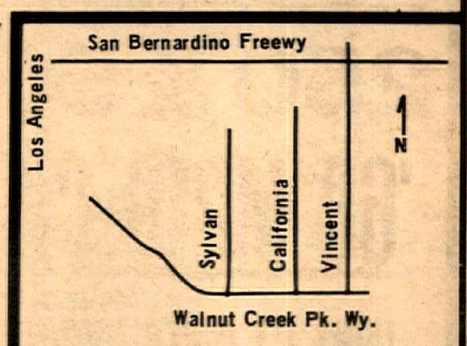
1ST set of Barum tires with purchase of new Husqvarna or M-Z

Competition Headquarters for the San Gabriel Valley

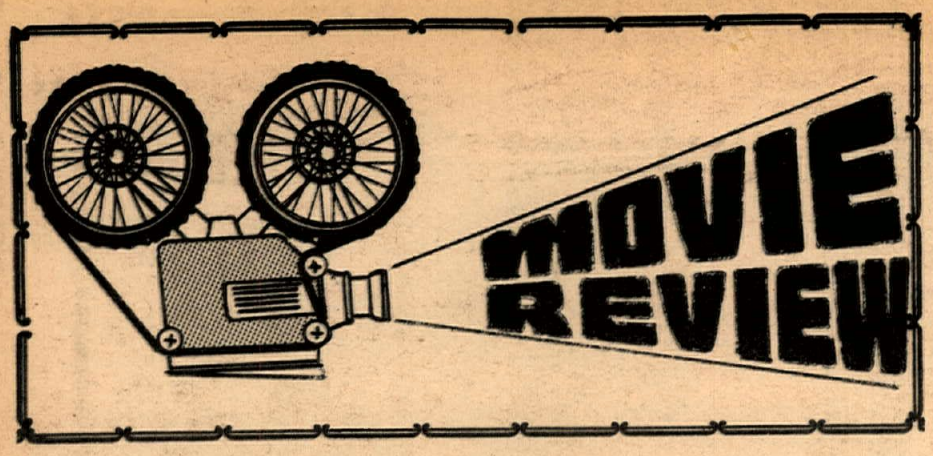
•Sales •Service •Parts

Desert - Motocross - Scrambles

(213) 337-6811



1208 W. Sylvan
W. Covina, Calif.



"Easy Rider"

Peter Fonda was on tour promoting another film when he conceived the image of two young men experiencing "the ultimate freedom," as they saw it, a trip across the country on motorcycles.

The more Fonda thought about the idea the more he felt it could make a new and daring type of motion picture. He called his long-time friend Dennis Hopper and told him the idea. Hopper was ecstatic and immediately the pair began planning the project: a film called "Easy Rider". Before it was finished the film would entail the traveling of hundreds of thousands of vehicle miles and the utilization of the largest motion picture set ever devised - the entire southwestern portion of the United States.

The story is as difficult to describe as freedom is to define. Basically that is what the story is - freedom. The complete freedom so yearned for by a large segment of the youthful population of the world today.

Probably the two key words in the story of "Easy Riders" are freedom and today. In essence the film is about those two huge subjects. Two young men leave Los Angeles, they have no problems and no schedule other than they want to be in New Orleans in time for the Mardi Gras which is several weeks away.

Symbolically the last act they commit in Los Angeles is to throw away their watches. They travel Eastward. What happens next is life, life as it is in America with all the variations that permeate our complex society. What they meet is neither good nor bad and none of it is planned, it just happens.

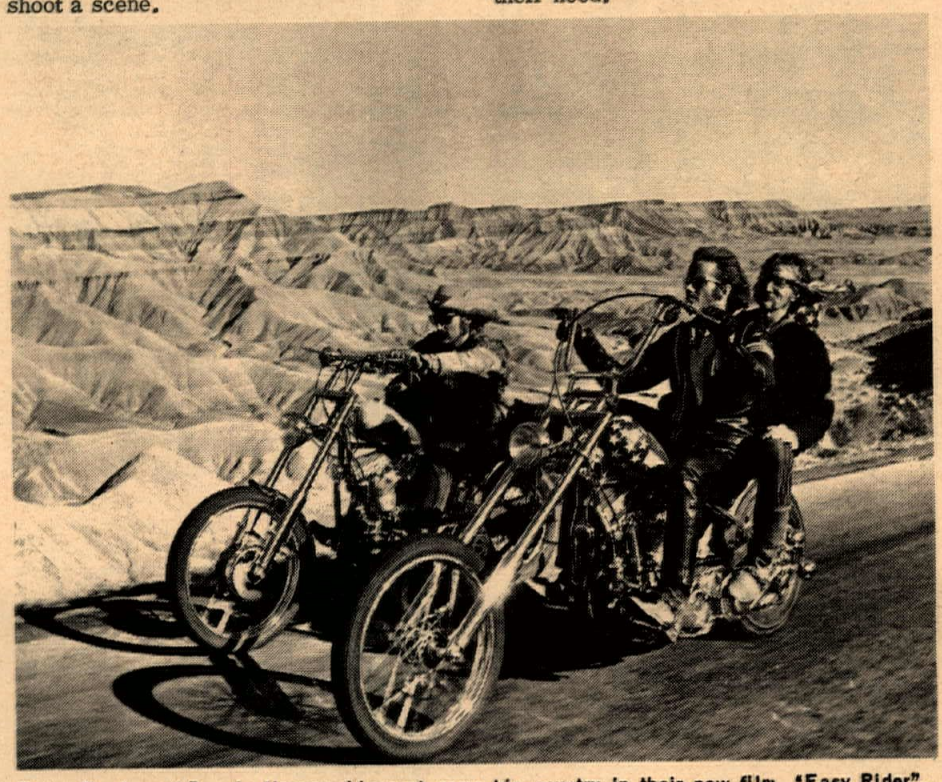
Starting out with a basic story outline, but with no restricting script, the crew set out from Hollywood without schedule or time limit. All the dialogue was ad libbed by the players and the company would drive until they spotted a place that they liked, then stop and shoot a scene.

If the scenery grew on them, they would either expand the scene or junk the footage completely and start anew on another location.

Considering the "hippie" type costumes worn by most of the cast they expected and anticipated a great deal of trouble along the way. Much to their surprise no problems were encountered. No problems, that is, of an official nature or that hindered shooting in any way.

One amusing incident occured when Hopper wanted to shoot a scene showing the two men riding their motorcycles at high speed through a national park. Arrangements were made to have a police car proceed them to clear traffic and all the proper permits were obtained to break speed laws.

The motorcycles were to be followed by a car with a camera mounted on the hood. The camera was to use a huge telephoto lens. The scene was filmed with no problems and the crew was congratulating themselves on getting the tricky shot so easily when the police officer called them over to hear a report over his radio. It seems a civilian, who didn't know about the filming, had seen the chase and reported that "a police car is being chased by two hippies on motorcycles who are being chased by a car load of gangsters with a machine gun on their hood."



Peter Fonda and Dennis Hopper ride past some big country in their new film, "Easy Rider". They portray two young men on the loose traveling across the Southwest U.S. in search of the "Ultimate Freedom."

THE TRIUMPH TWO-WHEELER
Ready For Immediate Delivery!
867 W. Colton Ave. San Bernardino, Cal.
(714) TU 5-3445

HARLEY-DAVIDSON
69 OF INGLEWOOD
SPORTSTERS All Colors
Immediate Delivery
671-7609 or 671-7600

BULTACO
For Your Nearest "Built-To-Go" Dealer
Call TR. 7-2400 or PO. 9-0441

TRIUMPH * SUZUKI
Walt Axthelm's
Triumph – Suzuki Motors
1049 West 5th St., Pomona, Calif.
(714) 629-8642

CIMATTI
350 Universals are stock equipment on your race ready 100XR.
ACCURATE ACCESSORIES INC.
4347 IMPERIAL HWY., LYNWOOD, CALIF. 90262

So. Cal. Enduro Champion

Bill Redwood of Downey, Calif. ended the 1968 season as first overall enduro rider for AMA District 37. The 250cc Greeves rider proudly displays his high point trophy.

Shoe Man Hits The Trail

By Eric Raits

Ken Maely, or the 'The Shoeman' as he is known to thousands of flat track and TT racers is heading east to give more people a chance at his wares.

Ken and his wife Judy left their Corona California ranch July 17 and their first scheduled stop will be in Waco, Texas on the 19th. The next day should find them in Austin and they will be carrying a full line of hot shoes in the completely equipped van seen every Friday night in the pits at Ascot.

Judy said the main reason for the trip is so they can meet their customers face to face and give some of the racers at the smaller tracks an opportunity to have their hot shoes repaired or hardened.

The Maelys will catch all the races they can as they head east from Texas. They will be in Jamestown, Pennsylvania on the 10th of August and plan to make Sante Fe Speedway and Peoria, Illinois on the 15th and 17th. Their last scheduled stop after a short tour of Wisconsin will be Sedalia, Missouri on the 24th of August. They hope to be home on Septmeber 6th.

AUTO ACCIDENT KILLS JOE SMITH

Joe Smith, 55, died July 6, 1969 in a California hospital from injuries suffered in an automobile accident.

Joe was the father of Dave (11x) Smith, who is just coming into prominence as a flat track racer.

Joe was perhaps Dave's biggest fan, backing him from the time Dave first decided to race. Joe took his son out and made him practice for six months before letting him compete. He tuned and set up Dave and Mike's (the older son's) bikes and made many sacrifices to allow the boys to have what they wanted most.

Joe went out with them to Prado Park and attempted to race several times but generally found himself working on Dave or Mike's machines.

Joe managed to see only two races in which Dave achieved the excellence he shows promise of attaining but he was proud enough to those two wins to show what a true enthusiast and racing supporter he was.

Joe is survived by his wife Jeanne, a sister, Mrs. Evelyn Street of National City, Cal., and his two sons.

YAMAHA INTRODUCES NEW RIDER TRAINING PROGRAM

Yamaha International Corporation has announced the institution of a nationwide Basic Rider Training Program through its more than 1200 dealers across the United States.

This program is the first to be offered in a complete package by a major motorcycle manufacturer. Its sole purpose is teaching people how to ride a motorcycle before they purchase one.

In the past, the motorcycle industry and its dealers have been criticized for the lack of training, or programs to supply the training needs.

Yamaha has now taken the lead with a realistic training package that devotes twelve hours to teach a person how to properly start, operate and stop a motorcycle in a safe and legal manner.

Approximately ten of the twelve hour program is devoted to actual riding. The remaining two hours familiarize the student rider with state laws that apply wherever the school is being conducted, and also, how to take – and pass – a special operators license test, if the state requires one.

The Yamaha system has a unique method for teaching proper starting (takoff) procedures. It insures that a first time rider will not "wheelie" up in the air or over backwards. It also eliminates "stalling" the engine.

Another well covered aspect in this new program is the motorcycle stopping phase. The Yamaha method not only has the students stop their machines under control, but includes an "Emergency Stop" procedure that shows a new rider how to avoid collision and injury under emergency conditions. This phase has also met with 100% success in all pilot schools.

The complete package comes in a "kit" including information to obtain insurance and a sample test questionnaire for new riders. The success of this program is evident, says Rockwood, as schools and organizations from all over the country are asking for assistance and advice to set up programs; even motor vehicle departments in several states requested Yamaha International to teach their drivers license examiners how to ride motorcycles, using Yamaha's Basic Rider Training Program.

Eastside M.C. Hillclimb

By Margie Oxford

HALL'S RANCH, CAL., July 13, 1969- The thirteenth may be an unlucky day for some but for others who gathered for the hillclimb at Hall's Ranch it was more than lucky.

The smallest class was the 200cc Novice and threw all the little fellows into greater competition. It didn't seem to make much difference to the Silva Brothers; Larry took 1st on his Bultaco and his brother brought in 4th just seconds behind him. Neither boy reaches much above five feet and the crowds yelled and cheered when these two young fellows flew over that icy-slick 240 foot hill.

Clay Catlett, usual winner in the 350 Novice with a 2nd, also brought along his new Ducati which took him first in the 250 novice. Doug Little, another Bultaco rider in the 250 novice, took second as he's been doing over the last bunch of hillclimbs.

In the 250 Am., Manuel Ponti in first found new competition with Dick Oxford taking second. This knocked Steve Brooks into third who usually runs wheel and wheel with Ponti.

Albert Ponti surprised no one with first in the 250...it's a class all his own.

Roger Voyles and Clay Catlett, along with Harvey Barone, all on Hondas gave the other riders no chance at all to even come close to the trophy wagon.

If a rider can grin down a hill like Davy Crocket could a bear, this grimace is sure to melt any any hill.

Far above the crowd at the bottom of the Hall's Ranch hill, a hill climber aims for the 250 foot mark. More than half the 650 Novice class required attention either mechanical or medical.

It's a good thing Mel Cunha made top time in the 500 novice class on his first run because he flipped out and down at the bottom on his second run. Second and third placers were James Rotrie and Bob Cansberger.

The 650 novice class began a story of trophies and tragedies. Milton Nunes was torched on full blast when he approached the 180 foot mark and decided to turn around and go back down to the pits. The throttle was frozen wide open as Milt headed for the pits. While the crowds screamed the people of the pits evacuated faster than if a bomb had hit. You could see Milt was afraid of hitting someone; as he hit level ground doing at least 40 mph he threw his Triumph on its side and both spun out. Milt got the hard luck trophy and lucked out with nothing more than a wrenched knee, I'm surprised he didn't have heart failure.

Taking first in this class was tall Tommy Burnett, and the hard way. As he popped through the clock his Tri. wheelied him off and over the hill. I wonder how it feels to be skinned alive. Joe Nickerson not only busted his new Harley to pieces but lost a lot of flesh too.

More than half of the class either tore up their motors or themselves on the second run. Determination doesn't always pay off.

John Prebble made a great comeback in the 650 Am. with a 1st, followed by Dick Oxford and Steve Brooks.

Albert Ponti's Tri. not only took the 650 expert class but top time of the day which won him a four foot trophy.

All in all it was a great day never have I seen so many spills and upsets. Even Frank Durso had a bad flip-out. Hurt as he was, all he could say was "Get my motor, take care of my motor".

Results on page 20

Green Platers

By Elaine Jones

PERRIS, CAL. July 12, 1969 – My apologies now for anyone I may slight in the column this week as my arrival Saturday night was delayed due to a wedding and a "U" joint on the car which decided it was time to be replaced.

The spectators appeared to be out in greater numbers than the riders but did see an increase in the Amateur and Expert riders.

The 100cc class had two groups running and Steve Tinsley finally made the gold. This rider has been a regular at Perris and it is especially rewarding to see him move up in the ranks. Jamey Blunt finished second with Chuck Thompson and Doug McIntyre third and fourth.

The second go saw Robert Sanders win for the third straight week. By now he should have wall to wall trophies. If he keeps on he will be Amateur before too much longer. Bill Dobbs made it home second and Jim Kline, Bob's brother, was third. Rodney Parsons, a real steady competitor was fourth.

The 125cc Class was taken by Richard Sanders who repeated his victory of two weeks ago. I'm convinced that Sanders must mean "win" because they sure do. Jack Dannenberg, Davey Davis, and John Carmello were second, third and fourth. Bill Gray, who vowed he'd be back made a return trip and faired pretty well as he had a couple of fifth places. At least this time he didn't forget to stay with his bike.

The 250cc Class always has a good turnout and had two groups going. Bob Kline won again making it three weeks in a row and whatever he's got ought to be bottled as someone could make a fortune. Tom White moved up a couple of notches to take second with Charles Tidwell third and Mike Fairfield fourth.

In the second go we are happy to report that Bog Greenstreet grabbed the gold this week. Bob's son, now three weeks old, already has the grip to be an A-1 racer according to Daddy. Mrs. Greenstreet assured us that she won't let him race before he masters a trike but after that she won't promise anything. Ron Bourbonnais came up two places from last week to take second. Dan Walters and Stan Sweaney, both new faces were third and fourth.

The Novice Moto was plagued with breakdowns and only three out of nine made it to the final heat and only two finished. When it was all over John Jones repeated his performance of last week and took home the big one. Otis Wells repeated in the second place slot with Charles Tidwell third and Steve Northern fourth.

John is leaving for Oregon after next Saturday night and will try to pass along his trials and tribulations against the Oregon tracks and racers.

The Sweepstakes was run in the opposite direction and Robert "Win" Sanders was the top dog. Everyone thought the race was great so the Burtons have promised to do it again real soon. See you Saturday night.

NEW RACE TRACK IN SAN DIEGO AREA

Hellonahill Raceway opens July 27 with a program of AMA motocross racing and dune buggy bashing near San Diego, Cal.

Promoters say the challenging course has been built with spectator comfort in mind. They advertise a good P.A. system, rest rooms, comprehensive concessions, good parking, and excellent visibility of the course.

The track has been bulldozed out of a hilly region thirty miles east of San Diego and can be reached by taking highway #5 to #94 East. It is then 18 miles east of Spring Valley.

The motocross starts at 8 a.m. with the four-wheel enthusiasts dicing at noon. Fifty-foot jumps, 80 m.p.h. straights, and near-vertical hills make up the 2-1/2 mile course.

More races are scheduled August 24th, September 28th, and November 23rd and information may be obtained by calling (714) 224-3649.

Get The News FIRST
Subscribe To Cycle News

BRIDGESTONE

350 GTR
For the name of your nearest Dealer
So. Cal. McCulloch Dist. Inc.
(213) 772-2106
No. Cal. Coast McCulloch
(415) UN 3-5520

Bob Maynard's
ORANGE CO. CYCLE
Moto-Cross headquarters for Orange Co.
Husky * CZ * Penton *
Yamaha * Maico
205 N. Harbor Blvd., Santa Ana -
(714) 531-9984

LOMITA HONDA
Sales * Parts * Service
Complete line of Speed Equipment
Custom Painting, Frame Works, Frame Designing & Building
Discount Prices on All Sales
2073 Pacific Coast Hwy.
326-3810 or 326-3816

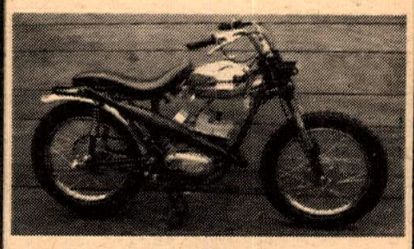
SALES·SERVICE PARTS· (DEPT. CN)
BSA
When you need NEW Wheels!
INSURANCE AVAILABLE
100% OR UP TO 36 MOS. FIN
COMPLETE CYCLE MACHINE SHOP
LAWNDALE CYCLE
15324 Hawthorne
Lawndale, Calif.
676-0161 SP2-1822

KAWASAKI
Headquarters
BEACH CITIES CYCLES
525 N. El Camino Real
San Clemente, California
(714) 492-6741

Robert M. Law
TRIUMPH
HIGHEST TRADE-IN
239 N. Anaheim Blvd. Anaheim, Cal.
Phone (714) 533-1309

Greeves
NICK NICHOLSON MOTORS
11573 Van Owen, No. Hollywood (213) 764-8674 – 20 Years Experience

HARLEY-DAVIDSON
Rapido Immediate Delivery Sportster
Harley-Davidson of Oceanside
216 Via Del Monte Oceanside, California
(714) 757-7580

CIMATTI

The 100XR is ready to race.
Are you?
ACCURATE ACCESSORIES INC.
4347 IMPERIAL HWY., LYNWOOD, CALIF. 90262

WANT ADS WANT ADS WANT ADS WANT ADS

1965 CHEVY El Camino. Stick, radio, heater. Eves. (213) 243-4402.

1968 VICTOR Special $550.00 with extras. Call after 6:00. Dennis (213) 423-4707.

FOR SALE

Dan Osborne's champion Ital-Jet Vampre (ACA-'67-'68) 500cc GP class 2 road-racer semi custom, much chrome. Never raced by present owner. Asking $550. Call (213) 434-9398 ask for Ken.

TRADE: '69 DT1 w/kit for '68 or '69 PurSang. (209) 592-2248 after 5:00.

BULTACO Lobito, A-1 condition, fast, many extras, everything done to engine $375.00. (213) 479-0435.

BIKE VAN – '61 Econoline, '63 engine; new tires, battery, generator, etc., chrome reverse wheels, fully carpeted, $595.00. (213) 828-3662.

New Bikes * Used Bikes
Parts * Tires * Accessories
You Name It We Got It
Come And Get It
HONDA, HARLEY
TRIUMPH, BULTACO
Hard to get models ready for quick delivery
Skip FORDYCE
MOTORCYCLE CENTER
14th & MAIN, RIVERSIDE, CAL.
Ph. (714) 684-4747
Take the Riverside Frwy. to the 14th Street off ramp – then turn West 3 blocks to the BIG STORE!
FREE MOTORCYCLE – see our ad page 5

360 TWIN PIPE CZ.
1968 360 CZ – new pipe & engine. Excellent condition. Call days (714) 626-3541 – after 7 p.m. call (714) 528-8400.

CHENEY FRAME KITS & ACCESSORIES, AVAILABLE AT SCUDERIA (213) 376-5095.

1968 HUSQVARNA 360 Viking. Excellent shape $800. (213) 985-1146.

TRAILER, for two bikes. '69 license, lights, excellent condition, trails beautifully $75.00 includes ball. (213) 783-9832.

Jim Hunter Motorcycle Repair
Specializing in BSA
Repairs & Used Parts
Also Mail Order
1140 S. Cypress St. Unit 'K'
La Habra, Cal. 90631 – (714) 525-1904

ONE PIECE, black, padded English road racing leathers for 5'6" rider, 34" chest and size 8 racing boots. Almost new. (805) 642-0521.

125 SCRAMBLER, new $225.00. Must sell. Evenings & weekends (213) 379-6307

'66 BSA 441cc – street, motocross, desert, trail. Telesco, Ceriani suspension 21" front wheel. 17122 Caluo Dr., Santa Ana. (714) 633-8921.

TRIUMPH 650 head barrel & Barnett clutch. After 6 (213) EX 6-6181.

SUPER HODAKA

'68, Ceriani fork & shocks, Barnett clutch, torque chamber, 5 port, H.C. head, Filtron, 24 carb, steel controls, Rickman Met. bars & throttle, motocross pegs, H.D. chain, hub, spokes; solid sprocket, high front fender, extended swing arm, new trans., fresh eng., custom paint and striping, built & tuned by Steens, $1100 invested – $495 firm. (213) 475-5660.

SACHS 125cc

3 month old cross country, fine condition w/spark arrestor. (714) 675-5949 (eves).

BULTACO: 125 T.T. Special, new tires and extras. $250.00 firm. (213) 398-6851.

'67 SUZUKI 90 completely for dirt racing, runs strong. $190. (213) 671-4817.

DT1 GYT KIT & extras. '67 Hodaka $250. (714) 686-6102.

'69 BULTACO PurSang motocross. Filtron, 21" rim etc. $695. (714) 523-3639.

'68 MONTESA LaCross 250cc never raced, 3 sprockets, new Rickman bars, chain, rings, paint, tire $575.00. (714) 633-0100.

'69 BULTACO Bandido 360 – like new, lots of extras. (714) 525-6051.

1968 KAWASAKI 120 Trail. Expansion chamber, very low mileage $300.00. Call (213) 451-5454.

$100 REWARD

Long Beach Honda is offering a reward for information leading directly to the arrest and conviction of persons responsible for the theft of any of the following motorcycles: If the motorcycle is recovered but the thief not convicted, the reward will be $50, likewise if the thief is convicted and the motorcycle is not recovered, the reward will be $50. If the motorcycle is wrecked or incomplete, the reward will be diminished accordingly. Offer expires August 10, 1969. The full $100 will be given for conviction and recovery. '68 Hon CB160 #1069241 D. Harvey. '69 Hon CL175 #4000640 A. Picardal. '67 Hon CL160 1021248 B. Blakely Lic. #601475. '66 Tri T120R U3 0913 R. Harrison Lic. #517786. '67 BSA MK3 A65SA4454 J. Murphy. Information may be directed to: Paul Nation, Credit Mgr., Long Beach Honda, 5105 Atlantic Ave., Long Beach, Cal. or (213) 423-1433.

H-D MECHANIC WANTED

Year round employment, top wages. H-D Inglewood, 901 No. La Brea, Inglewood, Ca. (213) 671-7609.

FOUND

At Crestline Hare & Hound – 7/13 (Sun.) – Camera & binoculars. Contact (213) 863-5416 – Call after 6 p.m.

68-1/2 PURSANG desert ready, ultra sanitary $595. (213) 634-3667.

1969 "360 GREEVES"

Exceptionally clean, mint cond., Cerianis, skid plate, spark arrestor, never raced, even licensed. Plus many extras, must see. (213) 292-8937.

LOST

At Ascot National TT-1-Brown Kennedy. Please contact – C.R. Axtell, (213) 242-2128.

GREEVES – 69, 250cc Challenger. Ceriani forks, xlnt. cond. $700.00. Phone (213) 564-3628 after six p.m.

FOUND at Crestline Hare & Hound 7/13 camera & binoculars. Call after 6:00 p.m. (213) 863-5416.

1967 HUSKY, 250cc. Completely rebuilt, compression release & extra plug hole in head, new Akront front rim, runs good $700.00. 1965 250cc Ducati desert ready, new knobbies, runs good $300.00. (213) 769-0590.

250 C-Z, must be seen to appreciate. (213) TO 7-0547 Lakewood.

GREEVES 250 – 380cc

Nicholson's, 11573 Van Owen, No. Hollywood. (213) 764-8674.

'67 TRIUMPH 650 TR6 desert or street, excellent condition. (213) 567-2527.

305 HONDA – Extended forks, long swinging arm, new knobbies, battery chain, Triumph shocks, close ratio trans., Bates seat, fast, reliable $295.00. (213) 244-9443.

360cc GREEVES

360cc Greeves, 3 mo. old $850 or best offer. (213) 793-7656.

'68-1/2 RICKMAN Metisse – 500cc, 19" & 21" front wheel, 2 quick change rear wheel, custom skid plate, new tires & top end, big valves, magneto, one of its kind from England, shifts backwards $1200.00 firm. (714) 633-1389.

MONTESA 360 motocross, '69, like new, never raced, extras $795. (408) 378-1489.

HUSKY 250. Expansion chamber, stock, perfect $40. Moto X bars, new $6. 325 19 Husky tire $7, near new. (213) 567-5697 South Gate, Calif. (eve.).

1968 OSSA Stiletto 175cc. Expansion chamber, comp. release, extra sprocket and bars. Fast and dependable $550. (213) 424-7919.

1967-1/2 GREEVES 250 MX5. Good shape, reliable, fast, 21" Akront $475. (213) 941-0544.

1968 YAMAHA DT1 250 like new with extras $650. (213) 728-8383.

1968 LOBITO Scrambler – custom paint, Filtron, fiberglass fender, 3 sprockets, fork brace, plus much more $375. 1965 Suzuki 150 street bike, $185. John at (213) 786-3439.

1962 BSA GOLD STAR – 500cc. Club and Scrambler with lots of goodies. Good condition. Contact Bob Anderson, 305 Devon Road, Orange, Cal. (714) 633-1761.

PENTON 125. New piston and bore, girlings, new fenders, reworked forks, newly painted tank, ported by E.C. Birt, 3rd ported, hi-compression head, super fast $525. (213) 397-3918.

REVOLUTIONARY
Don't oil your chain
Treat it with Chain Life
Foam soaks in like a sponge taking water to lubricate every link and every roller no oil, silicone, molly or graphite works as well. Actually repels the normal accumulation of dirt and sand. Very little throw off.
Dist. by Chain Life, P.O. Box 2260, Santa Fe Springs, Cal. 92670.

1968 HODAKA, extras, dependable, like new, and race ready $425. (213) 322-4484.

TUNE-UPS

$12.50
Any Bike (Radiator Service) Home of Banchee Racers, 5310 York Blvd., Los Angeles, 90042 – (213) 255-7904.

PARTS MAN – MECHANIC

Experienced with Honda & Yamaha parts. Salary open – Health plan – More to come. Send resume to Richard Miller Motorcycle, 1725 Tomlinson St., Eureka, Calif.

A.J.S.

Street and dirt overlay sprocket, custom paint, 625cc, single racing engine $500. Must see. (213) 672-6983 Inglewood.

'68 HUSQVARNA 350cc real sharp, many extras, sacrifice $645.00. (213) 442-3212

BULTACO Bandido 350cc. A-1 condition, extra desert gas tank, comp. release, filtron $695. (213) 353-3554.

TRIALS CUB, Ex-Jim Wilson. Many mods., new forks $250. Jawa 350cc California, solid, 3,000 miles, extras, Pirellis $250. Motorcycle magazines. Hundreds, U.S., foreign. Offer. (213) 257-5750.

FOR SALE: 1968-1/2 Husky, 250cc good cond., new chain, tires, engine ported. (213) 343-9467 after 6 p.m.

STOLEN: Kid's Mini-bike, '69 Kawasaki Coyote. Serial #147165. Reward for information leading to return. Call (714) 687-3283.

RACING LEATHERS; one piece, padded, black, fits 5'11", 165 lbs, good condition, zip-back boots, size 9. $50. Call after 6 p.m. (213) 762-4891.

1968 HODAKA like new, extras $300.00. (714) 496-2080 days, (714) 495-4734 eve.

'47 BSA 500 MINT condition, 90% restored all parts, extra engine, transmission, carb, forks, seats, tank, rim, shocks, new tires, shop manual $225.00. (213) 546-5484.

175cc MONTESA Mavrick shocks, desert ready $225.00. (213) 438-7426 or (213) 438-4677.

MUST SELL: 66-1/2 Sherpa. Comp. release, high pipe Cerianis $350. (213) 422-8569. 455 E. 56th.

TRIUMPH TR6 rods & crank, needs barrel unit gear box, make offer. (213) 422-8569. 455 E. 56th.

B.S.A. WHEELS & tires & forks & shocks. Make offer. K70s. (213) 422-8569. 455 East 56th.

PARTS MAN WANTED

Parts man wanted – experienced only. Yamaha, BSA, BMW, etc. Call Milne Bros., 1941 E. Colorado Blvd., Pasadena. (213) 793-5153.

WHITE VINYL folding camper top for 67-69 Ranchero. $100.00 Firm. (213) 343-9467 after 6 p.m.

1968 B.S.A. 441 VICTOR Special, looks new, runs new, only 5,000 mi. $550.00. Eves. (213) 963-5342, or see at Gulf, Grand & San Bernardino Rd., Covina.

'68 YAMAHA DT1 with kit, dirt or street, it's race ready but I'm not. Clean and sharp. $695/offer. Moe (213) 397-7402.

Name .....

Address .....

City ..... State .....

PLEASE PRINT AD HERE

Ten Words – $1
Twenty Five words – $2
Headline in BOLD TYPE $1 extra
Picture $3 extra
Extra word – 10¢ each
COMMERCIAL ADVERTISERS RATE
Ten words $2.00
Twenty five words $4.00
Bold Line $2.00
Photo ..... $6.00 (YOUR PHOTO)
Extra word – 20¢ each

FREE ADS (10 words maximum)
If you have something to give away

MAIL TO: CYCLE NEWS, P.O. BOX 498, LONG BEACH, CALIF. 90801

(Include area code with phone number.)

MOTOCROSS BOOTS AND LEATHERS – ALL SIZES IN STOCK – AT VALERIANS 2 CYCLE CITY. (213) 475-4541.

YAMAHA – MAICO
Orange County Cycle, 205 No. Harbor Blvd., Santa Ana (714) 531-9984.

RUFF-STUFF smoothers
TT-CRO FORKS
FOR HODAKA
SEE YOUR HODAKA DEALER

Dirt Riders Wanted by Team Ocelot– Special deal on stripped Suzuki – TS 250 Savage – Contact Dave or Jim Damron – Ocelot Eng. (714) 882-1019, 883-4319 "Best Racers Discount".

1962 HONDA 50 street, rebuilt, $100. Bennett (213) 670-1515 ex. 6029, (213) 645-9664.

VINCENT ENGINE
1000cc, 9-1/2-1 cr., Manx clutch, Monobloc carbs, new pistons, bearings, cam and followers. Set-up for Egli frame $6. Grizzly Engineering and Machine, 812 South Missouri, Waterford, Calif. (209) 874-2524.

16" SUPER-WIDE AKRONT RIMS FOR HARLEY-DAVIDSON DRAG BIKES AND CHOPPERS. CONTACT YOUR DEALER OR NORTH AMERICAN IMPORTS, P.O. BOX 621, GARDEN GROVE, CALIF. 92642. PHONE (714) 534-6390.

HONDA M/C MECHANIC WANTED
Experienced – full time – Orange County Honda – 2020 W. Chapman, Orange, Calif. (714) 633-7344.

Greeves 250 – 380cc Griffons
Are coming soon
New Dealers Wanted
Call Nick at (213) 764-8674

TWO 650cc TRIUMPH Rickman Metisses new '69, used '68, super fast, special engines & suspension. Must sell due to back injury. Offer. Days (213) 896-9561, evenings (805) 259-5249.

PARTS MAN WANTED
Experienced full time – top salary – Orange County Honda, 2020 W. Chapman, Orange, Calif. (714) 633-7344.

SAVE $50 ON A NEW GREEVES AND HELP SUPPORT THE U.S. MOTOCROSS TEAM
Buy a 1969 Greeves 250 or 360cc. We give you $50 off list price and contribute additional $25 to the U.S.M.X. Team Fund in your name. See your local Greeves Dealer NOW (offer ends Sept. 1, 1969).

SACHS Specialist
New Address
CB Motors
13537 Crenshaw Blvd.
Hawthorne, Cal. (213) 679-6550

HONDA M/C SALESMAN WANTED
Experienced full time – Orange County Honda, 2020 W. Chapman, Orange, Calif. (714) 633-7344.

QUALIFIED MECHANIC for Service Manager, $200 a week Plus Benefits – Harley-Davidson in Pomona, 1241 W. Holt, Pomona, (714) 622-5417.

MAICO SUZUKI
Cole Bros.
3600 Lankershim Blvd.
No. Hollywood, Cal.
980-3715

PAY MEDICAL BILLS
Accident Policies. $1000 – $15 year $2000 – $20. (714) 622-1174.

'69 YAMAHA DT-1B 4 months, license, 30mm carb, head, chamber w/silencer, Filtron, fast. $750 or trade plus cash for Hodaka or AT-1M (213) 675-6836.

PARTS MAN WANTED
Skip Fordyce M.C. Center – Main at 14th, Riverside – (714) 684-4747.

HONDA NIGHT-TIME PARTS & SERVICE MAIL ORDERS WELCOME
Huge stock – open 9:00 a.m.–9 p.m. – Monday thru Friday. Parts Dept. open 7 days, Sundays to 4 p.m. Thrifty Lad Honda, 2411 Lincoln Blvd., Santa Monica, Calif. 90405. (213) 392-3068.

FREE SAMPLE COPY
of Cycle News East (the eastern states Cycle News). Send 15¢ in coin or stamps to Cycle News East, Amherst, Ohio 44001.

Motorcycle Decals
Metalflake
6 Wild Colors
EVERY MAKE
Dealer Inquiries Invited
(714) 633-4691

BULTACO REPAIR & HOP UP MANUAL
Covers all models, including 360cc, discuss porting port alignment, 5 porting, 7 porting, reed plates, cutting pistons, timing by light, general tune up, shifting problems and remedy, Clutch heat treating, glass peening, etc. Send $3.00 to: Morgan Engineering, P.O. Box 2774, Fullerton, Ca. 92633.

FREE CATALOG – Motorcycle Parts & Accessories, Books, Clothes, etc: California Cycle Supply, P.O. Box 192, Fairbury, Ill. 61739. Phone: (815) 692-3769.

PARTS MAN WANTED
Skip Fordyce M.C. Center – Main at 14th, Riverside – (714) 684-4747.

HONDA
Good prices paid for parts, wrecks, basket cases, junkers. (213) 753-8958.

EAGLE MOTORS
Specializing in American Eagle Products
STREET ★ DESERT ★ MOTOCROSS ★
8032 Beach Blvd.
(2 doors off Artesia & Beach)
Buena Park, Calif. 90620
9 to 7 daily – 9 to 5 Friday – closed Sunday.
(714) 523-2752

SCUDERIA HUSQVARNA
All new models in stock, used machines, special engines built, modifications made, complete service, largest selections of parts available in So. Bay area. Torsten Hallman products. 1634 Pier Ave., Redondo Beach, (213) 376-5095.

PARTS MAN WANTED
Skip Fordyce M.C. Center – Main at 14th, Riverside – (714) 684-4747.

25% SAVINGS ON INSURANCE
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: 836-5211.

MONTESA, SACHS, DUCATI
CAPPRA SPECIALISTS, COMPETITION SERVICE, INC., 1244 NO. GAFFEY ST., SAN PEDRO, (213) 547-2203.

SALESMAN WANTED
Large Honda dealer has opening for Salesman, exper. or will train. Excellent commission, good future. Call Honda Del Ray (213) 391-6217.

WANTED EXPERIENCED MECHANIC FOR HARLEY-DAVIDSON OF LONG BEACH, 3654 LONG BEACH BLVD., LONG BEACH, CALIF. (213) 426-7101.

MECHANIC WANTED
With Harley Davidson experience. Peltons H.D., 1403 W. Burbana Bl., Burbank, (213) 849-4481.

BOOK: "HOW TO RIDE & WIN"
Expert riders in American sports competition tell the techniques of track and trail. Chuck "Feets" Minert on TT-Scrambles, Bud Ekins on Moto-Cross. East Coast's Don Pink tells how to ride Enduros and woods. John McLaughlin on Grand Prix Scrambles. Helpful tips on setup of motorcycles, cards & licenses and mucho more. Hardbound. $4. postpaid. Send check or money order to – How to Ride & Win, c/o C&S Publishing Co., Box 498, Long Beach, Calif. 90801.

EASTERN ACTION, HARD-HITTING EDITORIALS, NEWS AND VIEWS FROM THE EAST COAST– all yours every month when you have a subscription to CYCLE SPORT, only $5 a year. Send to "Cycle Sport", 29 Burley Street, Danvers. 01923. Bob Hicks, Editor.

BRAND NEW 100cc PENTON MOTOCROSS $499.00
Regular $675– while they last– Valarions 2 Cycle City, 10673 W. Pico Blvd., West Los Angeles. (213) 475-4541.

'68 BULTACO "360"cc EL BANDIDO
Compression release or 2 plughead, skid plate, Filtron air cleaner, Motocross bars, very clean, few miles, ridden only two months $700. (213) 784-6815.

AMERICAN MOTOCROSS
SPECIAL
Aircraft Quality Hardware
Perforated Metal Heat Shields (They Work)
Yamaha Expansion Chambers
125cc AT-1...34.95
175cc CT-1...34.95
250cc DT-1...34.95
These pipes are designed to give maximum torque throughout a broad power range. Ideal for Motocross, Desert, Trail.
Prompt Mail Order Service
Send check or money order today!!
★★★★★★★★★★★★★★★★★★★★
21" Wheels...59.95
Includes Barum tire & tube, Akront or Steel rim, S.S. Spokes & labor.

Mavrick Shocks
Heavy Duty...21.95pr.
MX for DT-1, AT-1, CT-1, Greeves, Husky ...23.95pr.
5 way adjustable – rebuildable
Other Goodies
Torsten Hallman Gloves 8.95 SML
Torsten Hallman Pants 62.95
Motocross No. Plates 4.95 (3)
Prompt Mail Service
or stop by our all new facility in Fullerton. For any item send check or money order to:
American Motocross
1320 E. Orangethorpe
Fullerton, Calif. 92632
Phone (714) 870-4997
10-6 Mon. – Sat.

RICKMAN Metisse Triumph 500cc with Lucas racing magneto, 21" Akront front wheel with Rickman hub, much more. Superb condition & VERY fast. Must sell $1175.00. (213) HO 4-4944.

SALESMAN WANTED TO $1,000.00 A MONTH PLUS
Large Honda Dealer needs experienced Salesman. Prefer man 25-35 w/family and auto-cycle background. Wonderful future for self-starter. Send resume to Thrifty Lad Honda, 2411 Lincoln, Santa Monica, Calif.

PARTS MAN WANTED
Exper. Honda Parts Man needed – good pay, excellent working condition. Call Honda Del Rey (213) 391-6217.

HARLEY SPORTSTER
1965 H-D Sportster XLCH. Beautiful like-new condition, low mileage, recent overhaul. Street trim with many extras for dirt set-up. $1100.00. (805) WH 2-8977.

'67 TRIUMPH T100-C. Fresh engine, new Barnett, rear chain, primary chain, stator, low mileage, super clean $750. Call Bill (714) 982-7370.

'67 DUCATI Diana Mk III. 2,000 miles, like new $495.00. (213) 662-7073 or leave message for Clifford Humphrey at (213) 467-5155.

PARTS MAN WANTED
Skip Fordyce M.C. Center – Main at 14th, Riverside – (714) 684-4747.

SOUTHBAY MOTORCYCLES
Speedway and Motocross Headquarters
NOW OFFERS
CZ – 360cc. $1225.00
CZ – 250cc. $1075.00
Also in stock
1969 Model – Jawa DT 500 Speedway
CZ – Trials 250cc . . . $590.
Transistor Ignition for Hodaka . . . $94.50 (No points – includes coil)
213 S. Pacific Coast Hwy.
Redondo Beach, Calif.
Taking Orders on 250, 350 & 500 (single 2 stroke) Jawa Original 6 days European Enduro Machine.
(213) 379-3344

United Motorcycle Enthusiasts
Speaks for YOU. Wherever your rights are involved. All it takes is $5.00 to JOIN – U.M.E. Box 1154, Reseda, Calif. 91335.

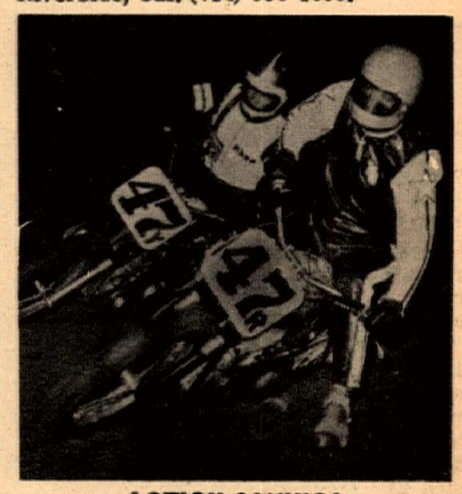
HELP SEND GARY BAILEY TO EUROPE
Let's not make it a cattle car trip. He won the ticket, I'll provide the motorcycle. Come on America, send a donation to The Gary Bailey Fund, c/o Nicholson Motors, 11573 Van Owen St., North Hollywood, Cal. 91605.

PENTON THE WINNER
100cc – 125cc, ready to go – complete service. Scuderia Husq., 1634 Pier Ave., Redondo Beach, (213) 376-5095.

BSA FRANCHISES AVAILABLE EXCELLENT OPPORTUNITY
Franchise locations open in Sherman Oaks, Pomona Valley, San Gabriel Valley, Huntington Beach and So. Coast areas where the motorcycle sport is #1. For further information, terms, financing etc. write or call BSA Motorcycles Western, 2745 E. Huntington Dr., Duarte, Calif. 91010 – (213) 359-9271.

HUSKY – PENTON
Orange County Cycle, 205 N. Harbor Blvd., Santa Ana. (714) 531-9984.

HUSQVARNA PENTON Specialist. Mail order parts, Swedish moto-cross gloves $7.95. Malcolm Smith, 1989 La Cadena, Riverside, Cal. (714) 684-1866.



ACTION SAVINGS
On new – used Trucks, Vans, El Caminos. Get the best deal in town from Harry Buchner (Ascot expert #47r) at Harbor Chevrolet–The Chevrolet Supermarket. 3770 Cherry Ave., Long Beach. (213) 426-3341 – 636-8062 or (714) 527-8927 – "Oh yeah, we sell cars too."

HODAKA Ace 90 motor. Rebuilt top to bottom. Webco hi comp. head, new barrel, never seized $60. Call (213) 340-8538.

BOOTS AMERICAN-MADE FLAT TRACK AND MOTOCROSS
Top quality 16" high. Lowest prices in U.S.A. Buy direct and save. Send for free brochures. DAKOTA LEATHER CO. 6727 Empire Way So. Seattle, Wn. 98118.

DEALERSHIP FOR SALE
Honda – Triumph – So. Calif. – East of Los Angeles in rapidly growing area. Send only genuine inquiries to Box W, c/o Cycle News, 6477 No. Long Beach Blvd., Long Beach, Calif. 90805.

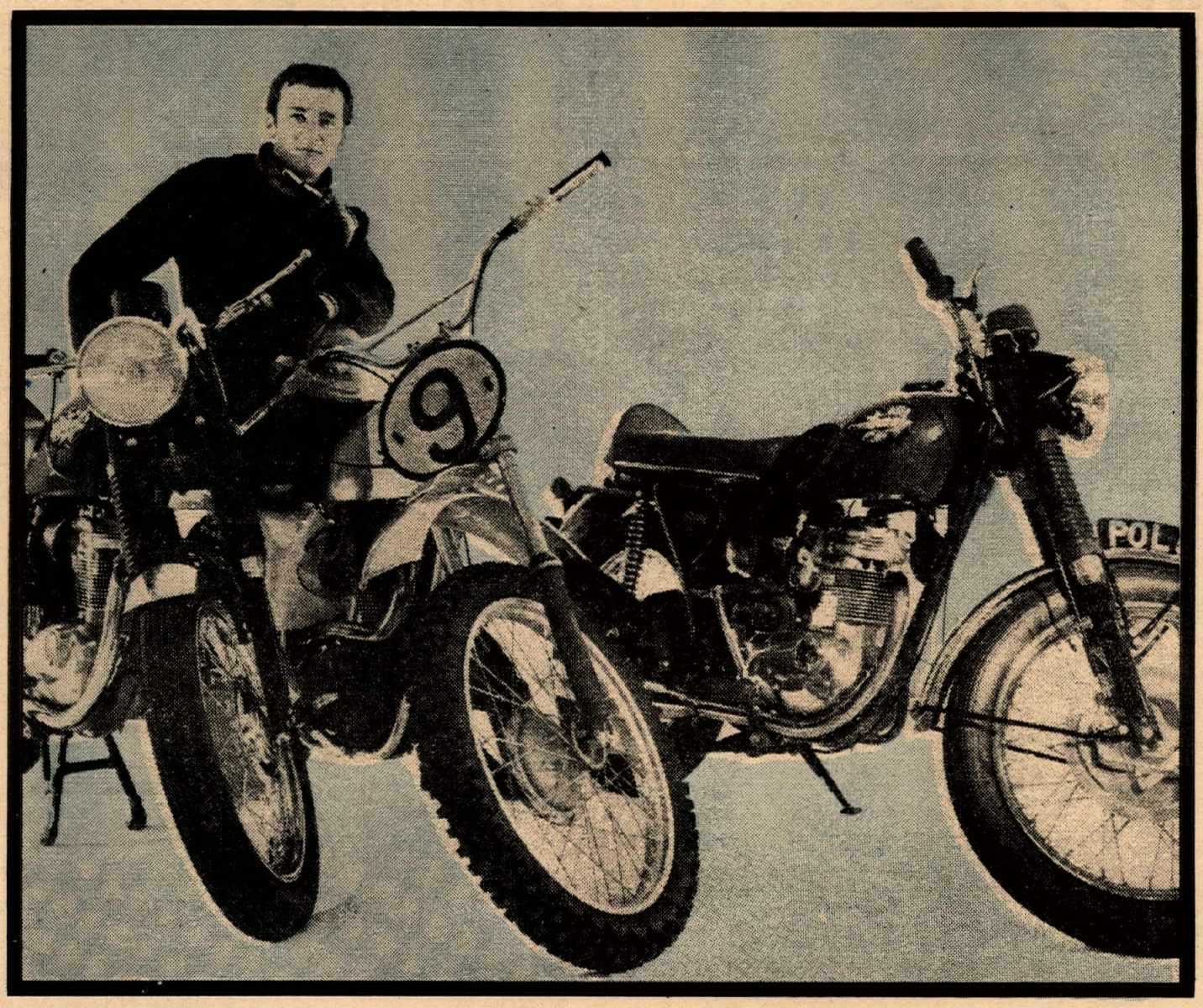
BSA

VICTOR

500cc WORLD MOTOCROSS POINT LEADER

As of June 22nd
Overall Positions
1st JOHN BANKS * BSA VICTOR
2nd B. Aberg – Husqvarna
3rd A. Kring – Husqvarna
Results – Kishinev, Russia – 6/22/69
1st JOHN BANKS – BSA VICTOR
2nd P. Friederichs – CZ
3rd A. Homatz – CZ

When a man REALLY wants to ride,



Our Theory Of Evolution

Phase I Build a machine that's smooth on the road and fast on the track. With enough power and manoeuvrability to win the Motocross World Championship. Twice in a row. Call it the 441 Victor Special.

Phase II Take all the best traits of the 441 Victor and transfer them to a machine that combines powerful performance with complete reliability. Call it the 441 Shooting Star.

Phase III Take your improvements one step further. Transfer developments such as stronger crankcase casting, improved main bearings, light alloy barrel and head with square fins from the Championship Victor Special and the Shooting Star to a competition type frame. Raise compression by a third. Add a gleaming new engine with polished cylinder barrel and an all-new flamboyant aircraft blue steel fuel tank. Compress the power of the Victor and the Shooting Star into a compact 250cc power plant.

Call it the 250 Starfire. Cousin to a couple of winners. Then watch it become the most potent all-rounder in the motorcycle world.

The Starfire 250cc.

BSA Western 2745 E. Huntington Drive, Duarte, California 91010 Ph (213) 359-9271